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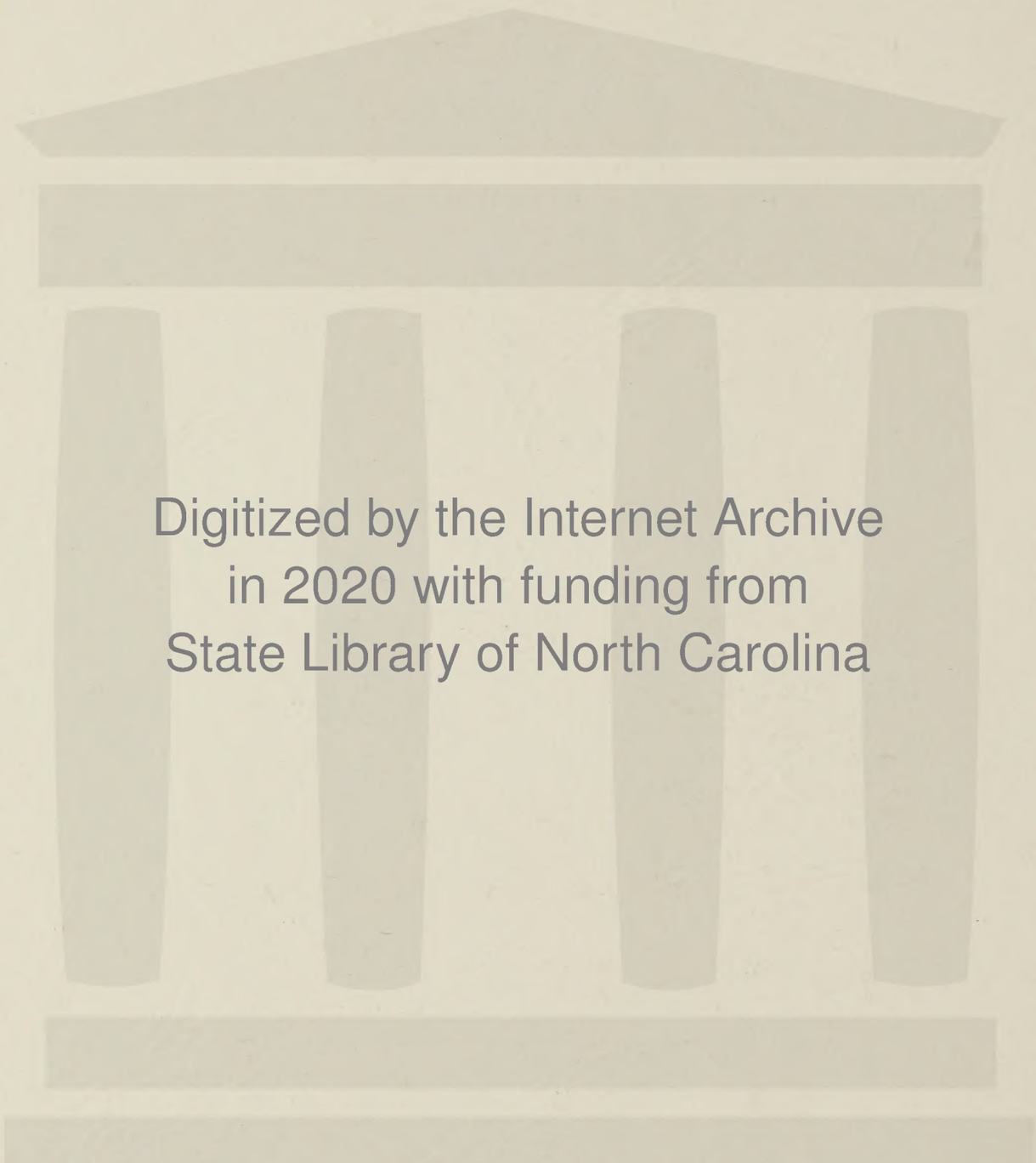
# North Carolina Utilities Commission

## TENTH STATISTICAL AND ANALYTICAL

# Report

## DATA THROUGH

# 1974



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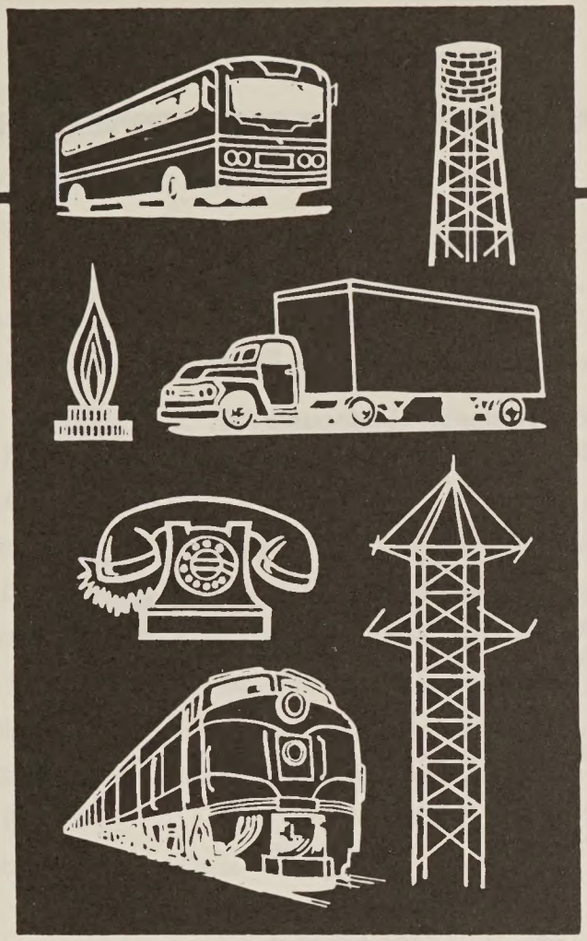

# North Carolina Utilities Commission

TENTH STATISTICAL AND ANALYTICAL

# Report

DATA THROUGH

## 1974

LETTER OF TRANSMITTAL

December 1, 1976

The Honorable James E. Holshouser, Jr.
The Governor of North Carolina
Raleigh

Dear Governor Holshouser:

We hereby present for your consideration the Tenth Statistical and Analytical Report made pursuant to Section 17 of the Public Utilities Act of 1963 (G.S. 62-17).

Respectfully submitted,
Tenney I. Deane, Jr., Chairman
W. Scott Harvey, Commissioner
J. Ward Purrington, Commissioner
Ben E. Roney, Commissioner
Barbara A. Simpson, Commissioner
W. Lester Teal, Jr., Commissioner

**Prepared by**

North Carolina Utilities Commission
Division of Economics & Research
P.O. Box 991 — Raleigh, N.C. 27602
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# I. The Commission And Utilities In General

NORTH CAROLINA UTILITIES COMMISSION
Commissioners & Supervisory Personnel
as of December 1, 1976

*Commissioners*

Tenney I. Deane, Jr., Chairman

W. Scott Harvey
Commissioner

Ben E. Roney
Commissioner

J. Ward Purrington
Commissioner

Barbara A. Simpson
Commissioner

(Vacant)
Commissioner

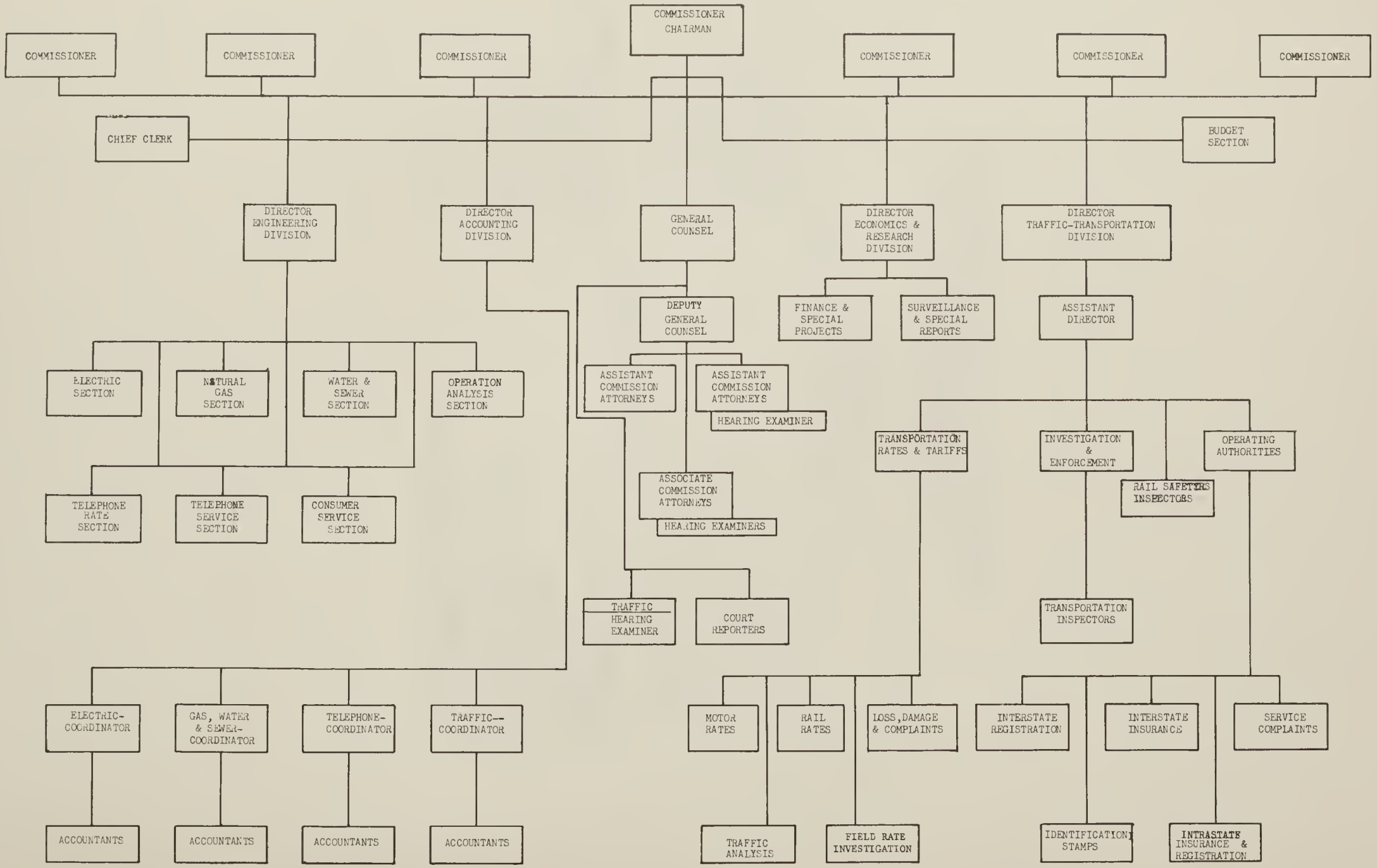
W. Lester Teal, Jr.
Commissioner

*Staff Heads & Directors*

| | |
|---|---|
| Chief Clerk | Mrs. Katherine M. Peele |
| Legal Division | Edward B. Hipp |
| Accounting Division | M. D. Coleman |
| Economics & Research Division | Joseph W. Smith |
| Engineering Division | Robert K. Koger |
| Motor Transportation Division<br>Traffic & Rail Transportation Division | I.H. Hinton |

# NORTH CAROLINA UTILITIES COMMISSION
# ORGANIZATION CHART

JUNE 28, 1976



## FIGURE NO. 2

SUMMARY OF THE SOURCES AND EXPENDITURES
ADMINISTERED BY THE COMMISSION THROUGH ITS
DIVISION OF BUDGET AND PERSONNEL

Fiscal Years Ended June 30, 1972-1974

| Sources | Amounts 1972 | 1973 | 1974 |
|---|---|---|---|
| General Fund Appropriations | $ 843,009 | $ 888,136 | $1,534,827 |
| Other Receipts: | | | |
| State Highway Commission | 259,969 | 266,511 | 307,824 |
| Fees Collected | 169,858 | 184,785 | 208,119 |
| Sale of Equipment | 140 | 380 | 426 |
| Transfer & Reimbursement | 5,000 | 6,140 | 1,270 |
| U. S. Dept. of Transportation | 13,400 | 17,310 | 25,218 |
| Payment for Employees on Loan | 20 | —0— | —0— |
| Miscellaneous Fees | —0— | 47 | 5,000 |
| Total | $1,291,396 | $1,363,309 | $2,082,684 |
| **Expenditures** | | | |
| Salaries and Wages | $ 957,565 | $1,059,638 | $1,320,244 |
| Supplies and Material | 13,518 | 12,904 | 21,389 |
| Postage, Telephone & Telegraph | 27,603 | 25,502 | 32,597 |
| Travel Expense | 42,555 | 41,142 | 53,904 |
| Printing and Binding | 11,349 | 10,949 | 10,732 |
| Motor Vehicle Operation | 8,052 | 8,285 | 9,347 |
| Repairs & Alterations | 1,883 | 2,531 | 3,556 |
| General Expense | 70,789 | 24,266 | 61,646 |
| Insurance & Bonding | 480 | 714 | 851 |
| Equipment | 27,797 | 23,077 | 30,133 |
| Purchase of Cars | 6,314 | 6,396 | 14,200 |
| Contributions to Retirement System | 82,331 | 91,218 | 117,022 |
| Contributions to Social Security | 35,020 | 44,030 | 62,604 |
| Imprest Cash | 6,140* | —0— | 326,228** |
| Employee Benefits - Hospital, Medical & Disability | —0— | 12,657 | 18,231 |
| Total | $1,291,396 | $1,363,309 | $2,082,684 |
| No. of Full-time Employees | 73 | 87 | 110 |

*Transfer to Fiscal Year 1973-1974 for Deferred Obligations
**Transfer to Fiscal Year 1974-1975 for Deferred Obligations

## FIGURE NO. 3

HIGHLIGHTS OF ACTIVITIES
ELECTRIC, GAS & TELEPHONE UTILITIES
1974 VS. 1973
(Dollars in Thousands)

| | Electric Class A | | | Gas All Classes | | | Telephone All Classes | | |
|---|---|---|---|---|---|---|---|---|---|
| | 1973 | 1974 | % Change | 1973 | 1974 | % Change | 1973 | 1974 | % Change |
| **Revenue & Expenses (N.C. Only):** | | | | | | | | | |
| Operating Revenues | $ 745,789 | $1,018,984 | 36.6 | $128,698 | $139,535 | 8.4 | $ 528,322 | $ 590,463 | 11.8 |
| Operating Expenses | 599,938 | 850,756 | 41.8 | 111,963 | 120,386 | 7.5 | 418,551 | 471,355 | 12.6 |
| Net Operating Income | $ 145,851 | $ 168,228 | 15.3 | $ 16,735 | $ 19,149 | 14.4 | $ 109,771 | $ 119,108 | 8.5 |
| Fixed Charges | $ 116,583 | $ 160,875 | 38.0 | $ 9,063 | $ 9,192 | 1.4 | $ 42,439 | $ 52,934 | 24.7 |
| Net Income | $ 127,199 | $ 131,181 | 3.1 | $ 8,981 | $ 10,672 | 18.8 | $ 80,350 | $ 82,028 | 2.1 |
| **Plant (N. C. Only):** | | | | | | | | | |
| *Gross Plant | $ 4,086,783 | $4,743,293 | 16.1 | $266,127 | $276,456 | 3.9 | $1,885,317 | $ 2,129,143 | 12.9 |
| Accumulated Depreciation | 710,883 | 783,221 | 10.2 | 57,134 | 63,794 | 11.7 | 371,984 | 418,524 | 12.5 |
| Net Plant | $ 3,375,900 | $3,960,072 | 17.3 | $208,993 | $212,662 | 1.8 | $1,513,333 | $ 1,710,619 | 13.0 |
| **Capital Structure (Systemwide):** | | | | | | | | | |
| Capital Stock & Surplus | $ 3,279,632 | $3,679,261 | 12.2 | $ 97,916 | $102,342 | 4.5 | $3,159,273 | $ 3,695,483 | 17.0 |
| Long Term Debt | 3,674,085 | 4,331,439 | 17.9 | 151,024 | 147,504 | (2.3) | 2,338,875 | 2,593,421 | 10.9 |
| Total Capital Structure | $ 6,953,717 | $8,010,700 | 15.2 | $248,940 | $249,846 | .4 | $5,498,148 | $ 6,288,904 | 14.4 |
| Long Term Debt % Total Capitalization | 52.8% | 54.1% | | 60.7% | 59.0% | | 42.5% | 41.2% | |
| **Other Statistics (N.C. Only):** | | | | | | | | | |
| Total Customers - Yearly Avg. | 1,384,139 | 1,527,618 | 10.4 | 300,139 | 310,005 | 3.3 | | | |
| Average No. KWH's (Electric) or MCF's (Gas) used per Residential Customer | 9,468 | 10,726 | 13.3 | 105 | 95 | (9.5) | | | |
| Average Revenue per KWH or MCF per Residential Customer | 2.05¢ | 2.63¢ | 28.3 | 1.57¢ | 1.69¢ | 7.6 | | | |
| Total Telephones in Service (Mains & Extensions) | | | | | | | 2,936,361 | 3,106,678 | 5.8 |
| Average No. of Calls per Phone: | | | | | | | | | |
| Local | | | | | | | 1,830 | 1,867 | 2.0 |
| Toll | | | | | | | 103 | 104 | 1.0 |

*Includes Plant in Service, Under Construction, and Held for Future Use.

## THE COMMISSION AND UTILITIES IN GENERAL

### HISTORICAL SKETCH OF DEVELOPMENT

The present North Carolina Utilities Commission evolved from the Railroad Commission which was created in 1891 by the General Assembly and was given authority to determine charges made for services rendered by railroads, steamboat or canal companies, express and telegraph companies.

The major changes occuring in the North Carolina regulatory field since 1891 are in chronological order as follows:

1893—Telephone industry brought under regulation.

1897—Street railways brought under regulation.

1899—Railroad Commission abolished and the North Carolina Corporation Commission created. The North Carolina Corporation Commission was given general supervision of railroads, steamboat navigation and canal companies, express and telegraph and telephone companies, building and loan associations, banks, and sleeping car companies.

1900—The Corporation Commission's duties enlarged to encompass general supervision over tax listers and tax assessors.

1905—Supervision of building and loan association transferred to State Insurance Commissioner.

1913—Electric light, power, water, and gas companies, excluding municipally owned, came under regulation.

1925—Capital Issues Law administered by the Corporation Commission. Motor vehicle common carriers of persons and property over regular or specified routes brought under regulation.

1931—Transfer of banking department to the Commissioner of Banks.

1933—The Corporation Commission abolished. The office of Utilities Commissioner created with two associate commissioners.

1937—Administration of Capital Issues Law transferred to Secretary of State.

1941—The North Carolina Utilities Commission established, consisting of three full-time members with six-year terms.

1947—Motor Vehicle common and contract carriers of property over irregular routes brought under regulation and regulation implemented.

1949—Bus Act of 1925 replaced and jurisdiction over common and contract carriers of passengers, regular and irregular routes, expanded. Membership increased to five commissioners and a technical staff of engineers, accountants, and directors of transportation added.

1963—The utility laws of North Carolina updated and rewritten.

1965—Electric Membership Corporation brought under limited jurisdiction of the Utilities Commission relating to assignment of service and promotional payments.

1967—The following amendments to the General Statutes 62 known as the Public Utilities Act are of significance to the public and the regulatory agency:

a. Initiation of Cooperative Agreement in the enforcement of interstate motor carriers safety regulations with the Interstate Commerce Commission. (GS 62-266)

b. Authorization for the Utilities Commission to collect same fees for registration of interstate authority and interstate vehicles as is charged intrastate carriers. (GS 62-300)

c. Authority to regulate the standards of safety for interstate natural gas pipelines passing through North Carolina (GS 62-41 and GS 62-43)

d. Change in appeal procedure of Utility Cases; they now go to the Court of Appeals rather than to the Superior Courts. (GS 62-90)

1969—The following amendments to the General Statutues 62 known as the Public Utilities Act are of interest to the general public and the regulatory agency:

a. *Register ICC Exemptions.* Authorization for the Commission to require *all* interstate carriers to file copies of their respective interstate authority or register their *exempt* operation. The registration for the ICC exempt carriers for the first time is the significant feature of this act. (GS 62-266)

b. *Inspect Utility Affiliate Records.* Authorization for the Commission to inspect the books and records of corporations affiliated with public utilities regulated by the Commission, including parent corporations and their affiliates (GS 62-51)

c. *Furnish False Information to the Utilities Commission; Failure to Furnish Information to Commission.* Action by legislature declaring it a misdemeanor for utilities under the jurisdiction of the Commission to furnish false information or for failure to furnish information on report forms furnished by the Commission. (GS 62-326)

d. *Radio Common Carriers.* Commission authority extended to grant Certificates of Public Convenience and Necessity to radio common carriers in areas where the landline telephone company has heretofore protested certificates of radio common carriers. (GS 62-120)

1971—The following amendments to the General Statutes 62, known as the Public Utilities Act, where approved by the General Assembly in the current year:

a. The Executive Organization Act of 1971 created the N.C. Department of Commerce, headed by the Secretary of Commerce (143A-174). The North Carolina Utilities Commission was transferred to the Department of Commerce (GS 62-10)

b. *Safety Standards for Interstate and Intrastate Natural Gas Pipelines.* Authorization by the General Court of Justices of North Carolina to issue court orders, restraining orders, injunctions and other processes of the court in actions by the Utilities Commission to enforce the provisions of gas pipeline safety, and authorizing the Commission to bring such action as may be necessary for compliance. (GS 62-50)

c. *How Rates Fixed—Natural Gas Distribution Companies.* Utilities Commission given permission to permit gas companies to increase their rates to customers to the extent that such increases are occasioned by increases in the wholesale rates paid by the Utilities. This increase could be allowed without a general rate case hearing. (GS 62-133)

d. *Change in definition of "Public Utility".* Prior to 1971, those persons or companies selling water to less than 25 residential customers were, by statute, exempt from Utilities regulation. 1971 legislation modified the definition of a public utility to include anyone furnishing water to 10 or more residential customers. (GS 62-3)

1973—The following amendment to the General Statutues 62, known as the Public Utilities Act, were approved by the General Assembly in the current year:

a. Change in definition of "public utility." Town of Pineville, N.C., included insofar as town supplies telephone service to the public for compensation. This includes town limits as of May 8, 1973, and shall also include area proposed to be annexed, until January 1, 1975. Utility Commission has no authority in respect to rates or charges for service until July 1, 1974. )gs 62-3 (23) f).

Related Statute - Electrical Service in Urban Areas. **Authority and Jurisdiction of Utilities Commission** G.S. 160-A-334 rewritten as follows:

If N.C. Utilities Commission finds that service being furnished to consumer by a secondary supplier to be inadequate or undependable, or that rates are unreasonably discriminatory, the Commission shall have the authority and jurisdiction after notice to each affected electrical supplier, and after hearing, if hearing is requested, to

a. Order a primary supplier that is subject to the jurisdiction of the Commission to furnish electric service to any consumer who desires service from the primary supplier at any premises served by a secondary supplier, and to order such secondary supplier to cease and desist from furnishing electric service.

1974—The following selected Legislative Bills of significance to the operations of the utilities, the utilities ratepayers, and the Commission itself were passed by the General Assembly in the 2nd Session (1974) of the 1973 Session and along with other utility bills not listed here are included in General Statutes 62, known as the Public Utilities Act:

a. *How Rates Fixed - Small Water and Sewer Utilities.* The Commission may now fix such rates on the ratio of the operating expenses to the operating revenues, such ratio to be determined by the Commission, unless the utility requests that such rates be fixed under G.S. 62-133 (b). Previously only motor carrier rates were determined in relation to an operating ratio (G.S. 62-133.1 (a)).

A water or sewer utility may enter into uniform contracts with non-users of its utility service within a specific subdivision or development for the payment by such non-users to the utility of a fee or charge for placing or maintaining lines or other facilities or, otherwise, making and keeping such utility's service available to such non-users which in effect is an availability charge (G.S. 62-133.1 (b)).

b. *Future Test Period Authorized.* Authority given to the Commission, in its discretion, to use a current as well as a past test period in establishing public utility rates. This change gave the Commission authority to use a 12-month future test period for setting rates which required the extensive use of estimated and forecasted operating data in addition to actual historical data (G.S. 62-133 (c)) (The General Assembly during the 1975 Session, amended G.S. 62-133 (c) by rewriting the second sentence of Subsection (c) and in effect restoring the test period used in general rate cases to 12 months historical operating expenses prior to the date the proposed rates are to become effective.)

c. *Less than Full Commission May Hear Small Utility Rate Cases* - In matters where total annual revenue requested or where total annual revenue increase requested is less than $50,000 even though all rates are affected, the Chairman of the Commission may refer the matter to a division of the Commission, to a Hearing Commissioner, or to a Hearing Examiner for hearing. Previously the full Commission was required to hear all general rate cases (G.S. 62-81).

## NUMBER OF COMPANIES REGULATED

In 1974 new companies certificated far outnumbered the sales, mergers, and abandonments. At December 31, 1974, there were 1,075 companies regulated by the Utilities Commission as compared with 1,012 in 1973, an increase of 63. In addition, 81 municipal utility systems, while not regulated by the Commission, were required to file annual reports, making a total of 1,156 utilities regulated or required to file annual reports. While new companies were being certified, others were deleted from the list of regulated utilities because of sales, mergers, abandonments, etc. Many changes take place annually in the various utility groups, but the net result for 1974 was the addition of fifty-four (54) water and sewer companies, six (6) motor freight carriers, two (2) motor passenger carriers, five (5) transportation brokers, the deletion of one (1) motor boat common carrier, and the merger of three (3) telephone companies. Railroads, electric, telegraph, and gas utilities remained the same. See Figure No. 4

## COMMISSION CASE LOAD—FORMAL AND INFORMAL HEARINGS

In addition to the multiplicity of decisions made informally by the Commission in conferences with its staff and interested parties and the many small complaints and inquiries disposed of daily by individual commissioners and individual staff heads through correspondence, by telephone, and personal discussion with utility customers, executives, and various representatives, organizations and associations, the Commission maintains a full docket of formal and semi-formal hearings and conferences.

During 1974, there were 1,148 docketed proceedings, as compared with 761 in 1973 and 778 in 1972. The number of formal hearings increased by forty-three (43) in 1974 over 1973, and the informal hearings increased by 291 for the same period. The increase in formal hearings was due mainly to new franchises in the water and sewer division, and the majority of the increase in informal hearings was in the traffic and transportation division, i.e., buses, trucks, and railroads. As has been the case for the past five years, many of the larger utilities (gas, electric, and telephone) applied for general rate increases, in addition to the many filings by gas companies to recover their increased cost of purchased gas. All these increased proceedings required much more time and effort by all personnel in the Commission, and more time in actual public hearings by the Commissioners and Hearing Examiners. Due to the increased amount of testimony offered in the general rate cases, the number of pages of transcript transcribed by the court reporters continued their substantial increase over previous years.

The general rate increase hearings in 1974 generated much public interest and several segments of the public sector intervened with the Attorney General representing some of the parties and others providing their own legal counsel. This followed closely the formal hearing pattern established in 1971.

The Commission staff's participation in the formal general rate increase cases continues to increase as the staff expands and becomes better equipped to develop and present expert testimony relating to the many highly technical aspects associated with the rate-making process and other regulatory responsibilities.

As shown on Figure No. 5, many docketed issues were settled by letter-type orders and rulings. These are largely matters in which no one has intervened or no general public interest has been demonstrated, as in the case of many gas, electric, telephone, and transportation tariff filings. These types of proceedings accounted for 58% of the total docketed proceedings before the Commission in 1972, 61% in 1973, and 67% in 1974.

*Complaint Activity*

Another important facet of the Commission and its staff workload involves the handling of customer complaints dealing with all aspects of utility operations and services. A vast majority of these complaints are settled without becoming a docketed item and going into formal hearing proceedings. To illustrate the magnitude of this phase of the Commission

workload, the number of complaints received and handled increased in 1972 over 1971 by 27% (1,366 complaints handled); 1973 over 1972 by 72% (2,350 complaints handled); and 1974 over 1973 by 190.5% (6,826 complaints handled). The CP&L and Duke Power rate case filings in 1974 were the main contributors of the 1974 complaints (60-70%). Many of these complaints were in response to newspaper ads placed by various consumer groups representing ratepayers urging a protest against the proposed rate increases.

## GENERAL IMPACT OF REGULATION AND REGULATED UTILITIES IN 1974

The over 1,000 regulated utility companies in North Carolina made significant contributions to the economy of the state during 1974. Figure Nos. 6, 7, 8, and 9 portray the magnitude of the contributions in chart and table form. For the first time in over ten (10) years, employment by the utilities showed a decrease from the previous year, dropping from 85,535 in 1973 to 84,228 in 1974, a decrease of 1,307 or 1.5%. As shown on Figure No. 7, there was a decrease of 2,087 in the motor freight carrier industry which more than offset the slight gains in several other groups. The percent of total employment by utilities of the grand total of all insured workers employed in North Carolina in 1974 remained at the 1973 figure of 4.9%.

Although employment showed a decline in 1974, salaries and wages paid these employees increased in dollar amount from over $856 Million in 1973 to over $913 Million in 1974, an increase of 6.7%.

State income, franchises, and property taxes paid by the regulated sector of the state's business community continued to be substantial and, with the exception of the bus, truck and franchise fees, maintained about the same share of the state totals of these taxes as prevailed in prior years.

| | Percent of State Totals | | |
|---|---|---|---|
| | 1972 | 1973 | 1974 |
| State Income (Domestic and Foreign Corporations only) | 7.7% | 8.2% | 7.4% |
| State Franchise Taxes | 80.8% | 83.0% | 89.4% |
| Bus, Truck and Franchise Fees | 36.0% | 34.2% | 25.1% |
| Local Property Taxes | 8.2% | 8.2% | 8.4% |
| Composite Total of Above Taxes | 17.1% | 17.7% | 18.6% |

Concurrent with the continuing increases in wages and taxes paid by the regulated utilities, gross operating revenues increased substantially in 1974 over 1973. Figure No. 8 depicts this growth with the four (4) electric Class A companies showing 36.6% increase vs. all utilities showing a 20.3% increase in 1974 over 1973.

Investment in gross plant allocated to North Carolina by the electric, gas, and telephone utility companies continued to increase over prior years. The increases in recent years have been 17.1% in 1972, 16.0% in 1973, and 14.6% in 1974, totaling slightly over $7.1 Billion ($7,148,892,000) at December 31, 1974 (see Figure No. 9). This additional plant investment will serve the increasing number of electric and gas customers that numbered 1,837,623 in 1974 as compared with 1,684,278 in 1973 for a gain of 9.1% and the increased number of telephones in service that rose from 2,936,361 in 1973 to 3,106,678 in 1974 for a gain of 5.8%.

The regulated motor freight industry and the railroads play an important role in moving raw and finished material in and out of our state. Both of these groups of utility companies had increases in gross operating revenues for 1973 and 1974. The motor freight industry decreased its vehicle miles operated in North Carolina in 1974 over 1973. The total tons of revenue freight hauled by the railroads in North Carolina showed an increase of over 3 million tons in 1974 over 1973. The tons of revenue freight originating in North Carolina decreased in 1974 vs. 1973 by 395,050 tons for a 1.6% decrease.

The motor passenger carriers operating in North Carolina experienced some financial operating difficulties, as the trend continued in people using public transportation less than in previous periods for commuting to and from work and utilizing other forms of transportation for travel in general. The number of passengers carried decreased in 1974 over 1973, both intercity and intracity. A portion of this decrease was due in part to the decrease of school children hauled by the intracity carriers in 1974 - a decrease of 362,000 or 20.8%. This was due, in part, to the action of the public school systems to provide their own transportation systems.

*1974 Economic Crunch Affects North Carolina Utilities.*

An analysis of the operating results and financing transactions of the major regulated utilities in North Carolina reveals that the economic crunch which began nationally in 1974 was having its impact in North Carolina. A national indicator of economic activity is the Dow Jones industrial common stock averages and the Dow utility common stock averages. Both of these averages hit their low mark in September, 1974. The DJ industrial reached 607.87 from a January, 1974 level of 850.86 and the DJ utility average sank to 61.16 from a January 1, 1974 level of 89.37. The composite average of common stocks of the six major North Carolina regulated utilities experienced a more severe drop; going from 86.125 to 55.63 during the same period January 1 through September 30, 1974. Other indicators reflecting the downturn for the North Carolina utilities in 1974 were:

a. Drop in employment by the North Carolina regulated utilities.
b. Reduced level of net income by the electric and telephone companies.
c. Decrease in the number of tons of freight originating in North Carolina and hauled by the railroads.
d. Decrease in motor carrier vehicle miles operated and tons of freight revenue hauled.
e. Increase in interest rates on new long-term financing, i.e., the electric companies paid 9 3/4% rate on their A rated bonds in first quarter of 1974 and up to 11 1/8% in the last quarter.

## FIGURE NO. 4

### UTILITIES REGULATED AND REPORTING TO THE NORTH CAROLINA UTILITIES COMMISSION 1963, 1968, 1970-1974

| Type of Utility or Service | Number as of December 31 | | | | | | |
|---|---|---|---|---|---|---|---|
| | 1963 | 1968 | 1970 | 1971 | 1972 | 1973 | 1974 |
| Electric | 14 | 12 | 12 | 12 | 13 | 13 | 13 |
| Gas | 8 | 7 | 5 | 5 | 5 | 5 | 5 |
| Motor Freight Carriers By Type: | | | | | | | |
| Common Carriers | 521 | 523 | 530 | 541 | 530 | 529 | 525 |
| Contract Carriers | 75 | 70 | 72 | 76 | 79 | 77 | 85 |
| Common & Contract Carriers | 15 | 24 | 22 | 19 | 19 | 19 | 21 |
| Railroad Motor Freight Carriers | 6 | 5 | 5 | 4 | 4 | 5 | 5 |
| Total Motor Freight Carriers | 617 | 622 | 629 | 640 | 632 | 630 | 636 |
| Motor Passenger Carriers By Type: | | | | | | | |
| Common Carriers | 55 | 49 | 46 | 46 | 44 | 45 | 49 |
| Contract Carriers | 13 | 11 | 9 | 6 | 7 | 7 | 7 |
| Intracity Carriers (fares only regulated) | 12 | 9 | 9 | 9 | 9 | 9 | 7 |
| Total Motor Passenger Carriers | 80 | 69 | 64 | 61 | 60 | 61 | 63 |
| Motor Boat Common Carriers | 1 | 2 | 3 | 3 | 3 | 3 | 2 |
| Railroads | 29 | 26 | 23 | 23 | 23 | 23 | 23 |
| Transportation Brokers | 2 | 4 | 5 | 5 | 5 | 5 | 10 |
| Telephone | 34 | 29 | 29 | 28 | 28 | 28 | 25 |
| Telegraph | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Water & Sewer | 107 | 144 | 154 | 179 | 206 | 243 | 297 |
| Total Utilities Under Regulation | 893 | 916 | 925 | 957 | 976 | 1012 | 1075 |
| Municipal Utility Systems Required to file Annual Reports with the N. C. Utilities Commission: | | | | | | | |
| Electric | 73 | 73 | 72 | 72 | 72 | 72 | 72 |
| Gas | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Telephone | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Total Municipals Filing Annual Reports | 82 | 82 | 81 | 81 | 81 | 81 | 81 |
| Grand Total of Utilities Regulated or Required to File Reports | 975 | 998 | 1006 | 1038 | 1057 | 1093 | 1156 |

## FIGURE NO. 5

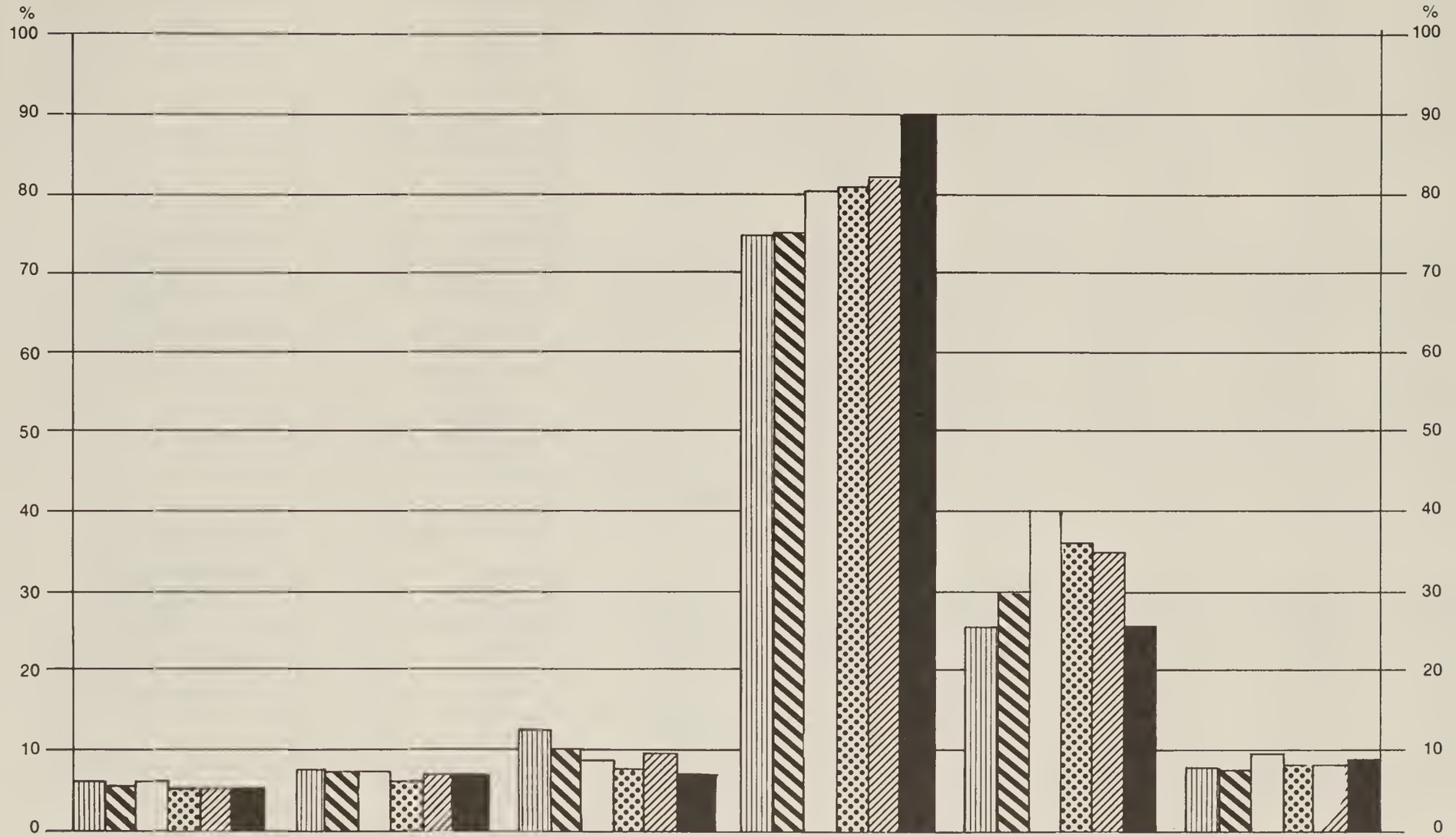
TOTAL VOLUME OF PROCEEDINGS BROUGHT BEFORE THE COMMISSION
DURING THE CALENDAR YEAR ENDING DECEMBER 31, 1974
(Does not include minor-type customer complaints settled by Commissioners and Staff Personnel)

| Item | Division and Number of Proceedings | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Buses | Electric | Gas | Housing | Railroads | Telephones | Trucks | Water & Sewer | Western Union | Railway Express | Gen. & Miscl. | Grand Totals |
| Total Proceedings Before Commission | 56 | 104 | 39 | 1 | 70 | 218 | 436 | 222 | -0- | -0- | 2 | 1,148 |
| DISPOSITION OF PROCEEDINGS: | | | | | | | | | | | | |
| 1. Formal Hearings held with orders to follow | 8 | 11 | 6 | 1 | 5 | 20 | 70 | 126 | -0- | -0- | 2 | 249 |
| 2. Conferences with informal hearings held with the following type of decisions resulting: | | | | | | | | | | | | |
| a. Regular & letter type Orders and Rulings | 45 | 87 | 29 | -0- | 43 | 188 | 349 | 4 | -0- | -0- | -0- | 745 |
| b. Short form orders issued | -0- | -0- | -0- | -0- | 20 | -0- | 7 | -0- | -0- | -0- | -0- | 27 |
| 3. Filings open as of 12-31-74: | | | | | | | | | | | | |
| Rate Changes | 3 | 3 | 3 | -0- | 1 | 7 | 7 | 12 | -0- | -0- | -0- | 36 |
| Others | -0- | 3 | 1 | -0- | 1 | 3 | 3 | 80 | -0- | -0- | -0- | 91 |
| Total Proceedings Accounted for | 56 | 104 | 39 | 1 | 70 | 218 | 436 | 222 | -0- | -0- | 2 | 1,148 |
| Percent of Grand Total | 4.9 | 9.0 | 3.4 | .1 | 6.1 | 19.0 | 38.0 | 19.3 | -0- | -0- | 2 | 100.0 |
| Number of Orders Appealed | -0- | -0- | -0- | -0- | -0- | 1 | -0- | -0- | -0- | -0- | -0- | 1 |

## FIGURE NO. 6

IMPACT OF REGULATED UTILITIES
ON THE ECONOMY OF NORTH CAROLINA
1964, 1969, 1970-1974

Utilities Percent of State Total




| | Full-Time Employees (Year End) | Salaries and Wages | State Income Taxes | State Franchise Taxes | Bus, Truck & Franchise Fees | Local Property Taxes |
|---|---|---|---|---|---|---|
| **Utilities** | 84,228 | $ 913,118,175 | $ 12,269,122 | $ 99,942,444 | $ 9,994,442 | $ 51,405,966 |
| **State Total** | 1,724,709 | $13,107,494,442 | $165,473,944 | $111,742,188 | $39,792,586 | $614,892,858 |

## FIGURE NO. 7

IMPACT OF REGULATED UTILITIES ON THE ECONOMY OF NORTH CAROLINA
SELECTED STATISTICS ABOUT EMPLOYMENT, WAGES. AND CERTAIN TAXES
PAID OR LEVIED—FOR THE YEARS 1964, 1969-1974

### Number of Full-Time Employees (N. C. Portion Only)

| | 1964 | 1969 | 1970 | 1971 | 1972 | 1973 | 1974 |
|---|---|---|---|---|---|---|---|
| Electric[1] | 7,462 | 8,824 | 9,414 | 10,273 | 12,296 | 14,001 | 14,524 |
| Gas | 1,328 | 1,863 | 1,851 | 1,838 | 1,810 | 1,845 | 1,851 |
| Telephone | 11,563 | 16,526 | 17,791 | 18,516 | 18,893 | 19,935 | 20,146 |
| Motor Freight Carriers[F] | 25,072 | 33,472 | 32,941 | 34,067 | 37,185 | 39,270 | 37,183 |
| Motor Passenger Carriers[F] | 2,619 | 2,667 | 2,691 | 2,652 | 2,726 | 2,710 | 2,770 |
| Railroads | 8,912 | 7,449 | 7,340 | 7,428 | 7,494 | 7,514 | 7,515 |
| Western Union | 274 | 294 | 317 | 199 | 273 | 260 | 239 |
| Total Utilities | 57,230 | 71,095 | 72,346 | 74,973 | 80,677 | 85,535 | 84,228 |
| Total for State[F] | 1,026,708 | 1,333,349 | 1,346,550 | 1,370,940 | 1,659,562 | 1,744,259 | 1,724,709 |
| Utilities % of State Total | 5.6% | 5.3% | 5.4% | 5.5% | 4.9% | 4.9% | 4.9% |

### Salaries and Wages Paid to N. C. Employees

| | 1964 | 1969 | 1970 | 1971 | 1972 | 1973 | 1974 |
|---|---|---|---|---|---|---|---|
| Electric[1] | $ 46,296,384 | $ 69,817,474 | $ 80,612,011 | $ 91,803,414 | $ 111,407,801 | $ 140,374,160 | $ 168,098,562 |
| Gas | 6,973,137 | 12,715,739 | 13,539,278 | 14,236,393 | 15,312,401 | 16,037,058 | 17,093,926 |
| Telephone | 62,613,645 | 108,143,449 | 121,531,154 | 139,549,647 | 159,815,924 | 184,791,000 | 206,008,000 |
| Motor Freight Carriers[F] | 150,116,460 | 253,257,657 | 261,630,809 | 300,776,955 | 350,466,362 | 396,964,198 | 397,185,007 |
| Motor Passenger Carriers[F] | 12,972,080 | 16,507,768 | 17,566,100 | 18,399,288 | 19,784,469 | 21,029,608 | 22,578,362 |
| Railroads | 54,937,539 | 66,027,976 | 69,467,651 | 77,809,374 | 85,581,976 | 94,829,000 | 100,255,000 |
| Western Union | 1,411,000 | 2,005,604 | 2,223,957 | 1,152,754 | 2,045,771 | 1,983,618 | 1,899,318 |
| Total Utilities | $ 335,320,245 | $ 528,475,667 | $ 566,570,960 | $ 643,727,825 | $ 744,414,704 | $ 856,008,642 | $ 913,118,175 |
| Total for State[F] | $4,280,588,046 | $7,380,667,831 | $7,905,226,892 | $8,579,889,011 | $10,924,159,683 | $12,198,085,585 | $13,107,494,442 |
| Utilities % of State Total | 7.8% | 7.2% | 7.2% | 7.5% | 6.8% | 7.0% | 7.0% |

### Average Annual Compensation

| | 1964 | 1969 | 1970 | 1971 | 1972 | 1973 | 1974 |
|---|---|---|---|---|---|---|---|
| Electric[1] | $ 6,204 | $ 7,912 | $ 8,563 | $ 8,936 | $ 9,060 | $ 10,026 | $ 11,574 |
| Gas | 5,250 | 6,825 | 7,315 | 7,746 | 8,460 | 8,692 | 9,235 |
| Telephone | 5,415 | 6,544 | 6,831 | 7,537 | 8,459 | 9,270 | 10,226 |
| Motor Freight Carriers | 5,987 | 7,566 | 7,942 | 8,829 | 9,425 | 10,109 | 10,682 |
| Motor Passenger Carriers | 4,953 | 6,190 | 6,528 | 6,528 | 7,258 | 7,760 | 8,151 |
| Railroads | 6,164 | 8,864 | 9,464 | 10,475 | 11,420 | 12,620 | 13,341 |
| Western Union | 5,145 | 6,822 | 7,016 | 5,793 | 7,494 | 7,629 | 7,947 |
| Total Utilities | $ 5,859 | $ 7,433 | $ 7,831 | $ 8,586 | $ 9,227 | $ 10,008 | $ 10,841 |
| Total for State | $ 4,169 | $ 5,535 | $ 5,871 | $ 6,258 | $ 6,583 | $ 6,993 | $ 7,600 |

## FIGURE NO. 7—Continued

IMPACT OF REGULATED UTILITIES ON THE ECONOMY OF NORTH CAROLINA
SELECTED STATISTICS ABOUT EMPLOYMENT, WAGES, AND CERTAIN TAXES
PAID OR LEVIED—FOR THE YEARS 1964, 1969-1974

### State Income Taxes

| | 1964 | 1969 | 1970 | 1971 | 1972 | 1973 | 1974 |
|---|---|---|---|---|---|---|---|
| Electric[I] | $ 4,643,170 | $ 4,390,132 | $ 2,193,637 | $ 2,496,172 | $ 2,736,714 | $ 3,065,344 | $ 2,340,776 |
| Gas | 419,086 | 592,310 | 655,505 | 839,262 | 772,897 | 752,367 | 932,645 |
| Telephone | 3,243,988 | 4,785,034 | 4,450,948 | 4,978,580 | 5,028,980 | 6,781,000 | 7,071,000 |
| Motor Freight Carriers[B] | 615,325 | 422,286 | 504,352 | 1,205,442 | 1,356,958 | 1,055,837 | 1,159,384 |
| Motor Passenger Carriers[G] | 169,362[H] | 130,891[H] | 189,630 | 175,692[H] | 157,560 | 151,318 | 147,317 |
| Railroads | 546,000 | 612,938 | 498,798 | 239,454 | 400,499 | 332,000 | 618,000 |
| Western Union | —0— | —0— | —0— | —0— | —0— | —0— | —0— |
| Total Utilities | $ 9,636,931 | $ 10,933,591 | $ 8,492,870 | $ 9,934,602 | $ 10,453,608 | $ 12,137,866 | $ 12,269,122 |
| Total for State[A] | $ 76,915,701 | $ 109,117,961 | $ 111,841,025 | $ 122,034,298 | $ 135,086,173 | $ 148,748,753 | $ 165,473,944 |
| Utilities % of State Total | 12.5% | 10.0% | 7.6% | 8.1% | 7.7% | 8.2% | 7.4% |

### State Franchise Taxes (Gross Receipts or Privilege Taxes)

| | 1964 | 1969 | 1970 | 1971 | 1972 | 1973 | 1974 |
|---|---|---|---|---|---|---|---|
| Electric[I] | $ 15,551,009 | $ 24,337,583 | $ 26,912,028 | $ 31,376,220 | $ 36,177,126 | $ 43,545,927 | $ 63,952,338 |
| Gas | 2,868,058 | 5,209,709 | 5,913,282 | 6,827,207 | 7,496,825 | 7,717,931 | 8,468,806 |
| Telephone | 8,402,736 | 13,799,340 | 14,967,767 | 17,012,090 | 19,977,539 | 23,310,000 | 25,982,000 |
| Motor Freight Carriers | —0— | —0— | —0— | —0— | —0— | —0— | —0— |
| Motor Passenger Carriers | —0— | —0— | —0— | —0— | —0— | —0— | —0— |
| Railroads | 1,076,205 | 1,256,196 | 1,281,143 | 1,335,758 | 1,437,523 | 1,498,000 | 1,507,000 |
| Western Union[A] | 22,578 | 26,786 | 29,842 | 32,431 | 36,914 | 27,687 | 32,300 |
| Total Utilities | $ 27,920,586 | $ 44,629,614 | $ 49,104,062 | $ 56,583,706 | $ 65,125,927 | $ 76,099,545 | $ 99,942,444 |
| Total for State[A] | $ 37,976,467 | $ 60,596,686 | $ 61,924,665 | $ 71,073,722 | $ 80,622,288 | $ 91,658,623 | $ 111,742,188 |
| Utilities % of State Total | 73.5% | 73.7% | 79.3% | 79.6% | 80.8% | 83.0% | 89.4% |

### Bus, Truck and Franchise Fees

| | 1964 | 1969 | 1970 | 1971 | 1972 | 1973 | 1974 |
|---|---|---|---|---|---|---|---|
| Electric[I] | $ —0— | $ —0— | $ —0— | $ —0— | $ —0— | $ —0— | $ —0— |
| Gas | —0— | —0— | —0— | —0— | —0— | —0— | —0— |
| Telephone | —0— | —0— | —0— | —0— | —0— | —0— | —0— |
| Motor Freight Carriers | 5,977,852 | 9,104,822 | 11,344,741 | 12,368,320 | 12,214,001 | 12,836,732 | 9,468,602 |
| Motor Passenger Carriers[C] | 277,334 | 343,910 | 430,880 | 473,310 | 469,579 | 458,240 | 525,840 |
| Railroads | —0— | —0— | —0— | —0— | —0— | —0— | —0— |
| Western Union | —0— | —0— | —0— | —0— | —0— | —0— | —0— |
| Total Utilities | $ 6,255,186 | $ 9,448,732 | $ 11,775,621 | $ 12,841,630 | $ 12,683,580 | $ 13,294,972 | $ 9,994,442 |
| Total for State[C] | $ 24,462,835 | $ 32,343,478 | $ 42,248,049 | $ 32,073,614 | $ 35,272,250 | $ 38,880,201 | $ 39,792,586 |
| Utilities % of State Total | 25.6% | 29.2% | 27.9% | 40.0% | 36.0% | 34.2% | 25.1% |

## FIGURE NO. 7—Continued

IMPACT OF REGULATED UTILITIES ON THE ECONOMY OF NORTH CAROLINA
SELECTED STATISTICS ABOUT EMPLOYMENT, WAGES, AND CERTAIN TAXES
PAID OR LEVIED—FOR THE YEARS 1964, 1969-1974

Local Property Taxes

| | 1964 | 1969 | 1970 | 1971 | 1972 | 1973 | 1974 |
|---|---|---|---|---|---|---|---|
| Electric[I] | $ 8,191,796 | $ 12,436,116 | $ 13,460,264 | $ 23,681,729 | $ 17,070,122 | $ 19,651,471 | $ 22,806,109 |
| Gas | 1,179,818 | 2,172,953 | 2,375,296 | 2,558,745 | 2,574,384 | 2,687,661 | 2,731,215 |
| Telephone | 5,282,222 | 10,250,643 | 11,775,455 | 13,285,017 | 16,093,144 | 17,216,000 | 20,655,000 |
| Motor Freight Carriers[B] | 682,401 | 1,404,829 | 1,565,235 | 1,612,422 | 1,630,214 | 1,659,386 | 1,720,648 |
| Motor Passenger Carriers | —0— | —0— | —0— | —0— | —0— | —0— | —0— |
| Railroads | 3,532,996 | 3,143,904 | 3,157,813 | 3,352,899 | 3,637,460 | 3,671,000 | 3,427,000 |
| Western Union[D] | 28,940 | 40,189 | 42,697 | 46,093 | 49,921 | 58,890 | 65,994 |
| Total Utilities | $ 18,898,173 | $ 29,448,634 | $ 32,376,760 | $ 44,536,905 | $ 41,055,245 | $ 44,944,408 | $ 51,405,966 |
| Total for State[E] | $ 236,941,505 | $ 389,764,177 | $ 425,147,082 | $ 460,381,812 | $ 503,386,130 | $ 547,424,298 | $ 614,892,858 |
| Utilities % of State Total | 8.0% | 7.6% | 7.6% | 9.7% | 8.2% | 8.2% | 8.4% |

[A] Statement of the revenues of the General Fund for the fiscal years reported, from the Department of Administration, Budget Division. State Income Tax Totals for domestic and foreign corporations only.

[B] All Class I and II motor freight carriers operating within the state.

[C] From Motor Vehicles Department - state totals include bus and franchise taxes, truck and trailer plates, for hire plates.

[D] 1973 - 1974 data - tables 76 & 77 - 1974 "Statistics of Taxation".
1971 and 1972 data - tables 81 & 82 - 1972 "Statistics of Taxation".
1969 and 1970 data - tables 100 & 102 - 1970 "Statistics of Taxation".
1964 data - tables 111 & 113 - 1964 "Statistics of Taxation".

[E] Table 74 - 1974 "Statistics of Taxation".

[F] Table 1, "Insured Employment & Wage Payments" for years reported. Motor Freight — Industry Group 421; Motor Passenger — Industry Group 411 & 413. State totals are for all industries with insured employment.

[G] 1972 1973 1974 data - N. C. Tax Research Department
1970 data - table 42 - 1972 "Statistics of Taxation".

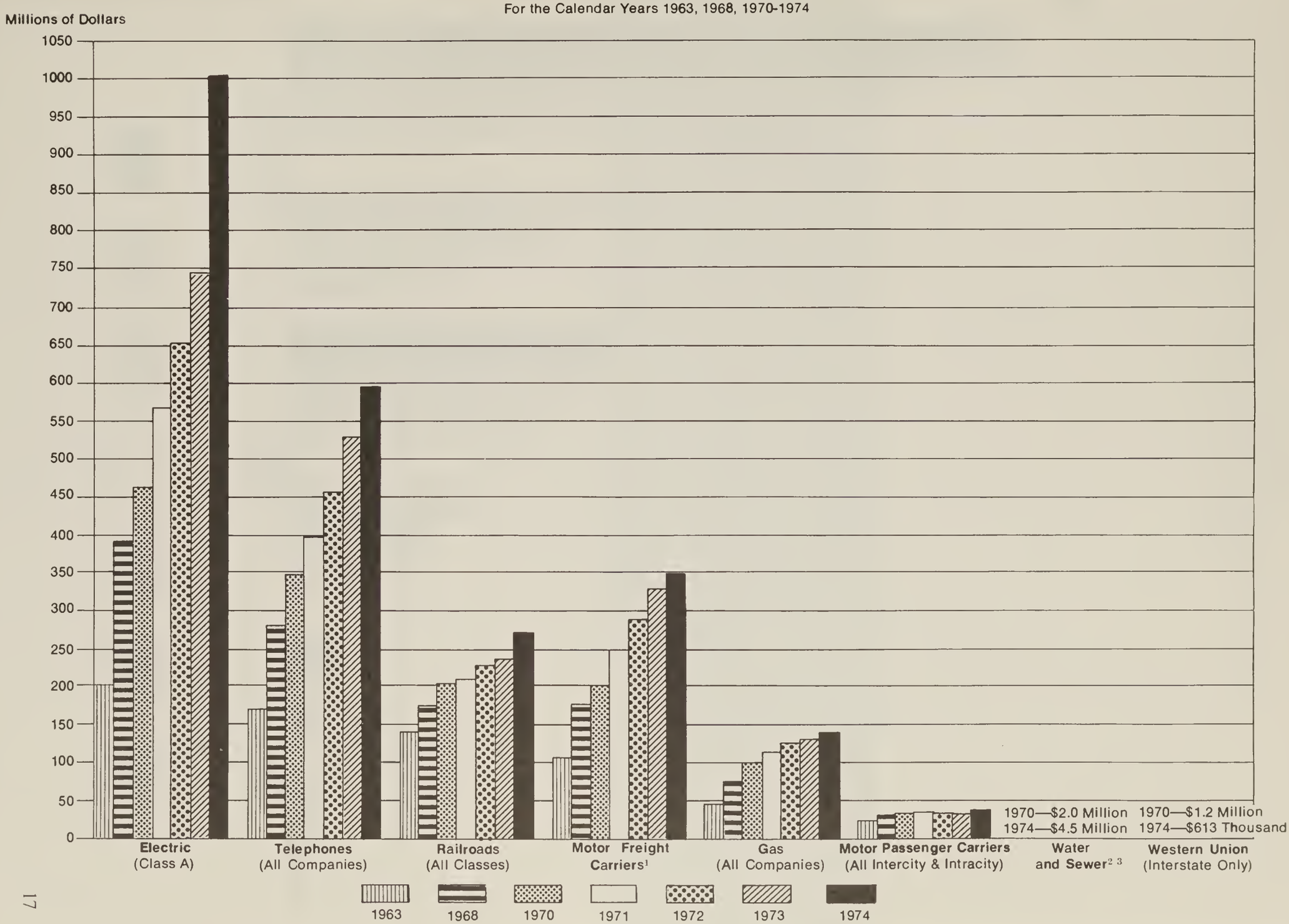
[H] Estimated

[I] Class A only.

FIGURE NO. 8

GROSS OPERATING REVENUES OF THE MAJOR UTILITIES IN NORTH CAROLINA
N. C. DATA ONLY

For the Calendar Years 1963, 1968, 1970-1974

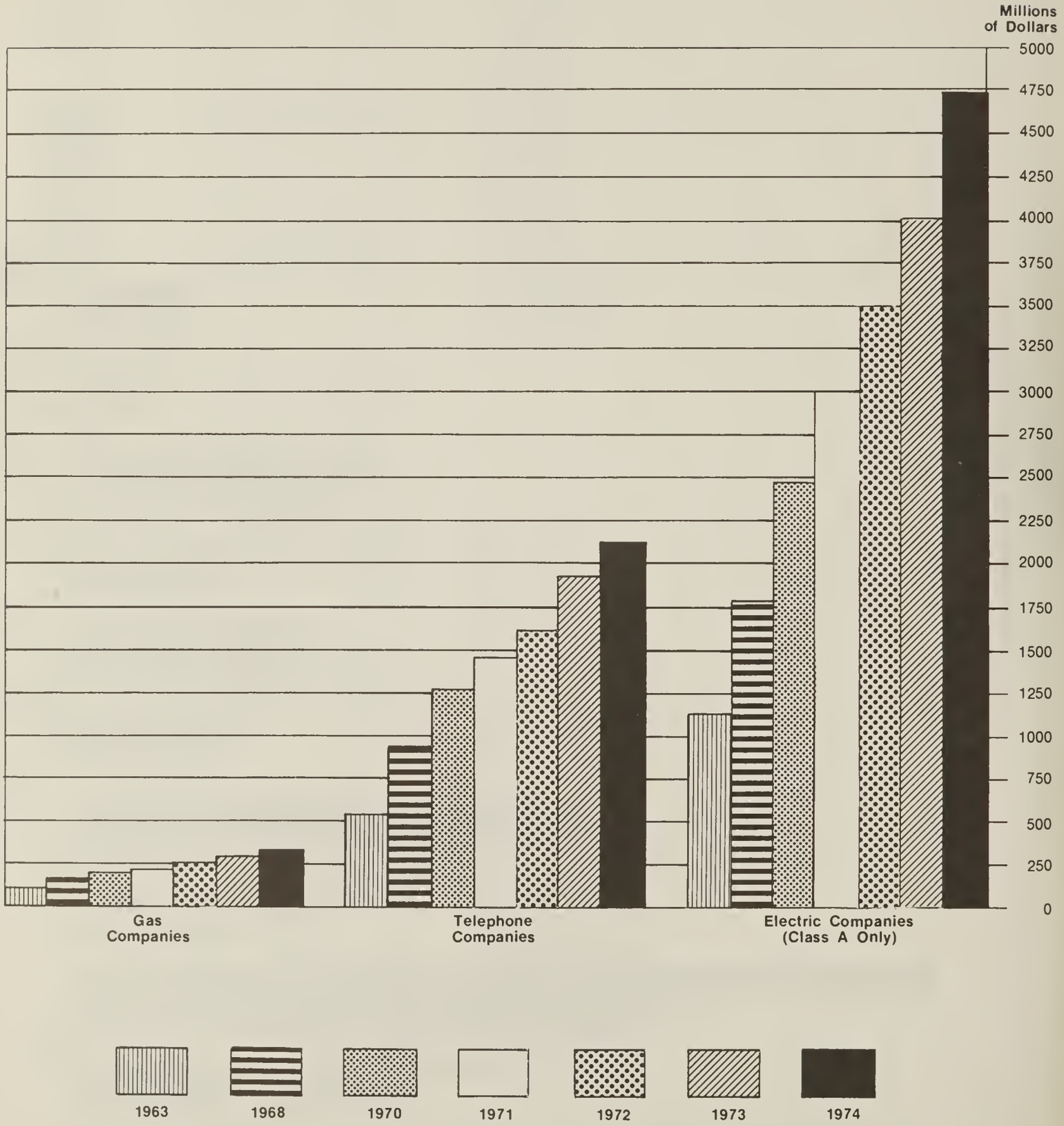


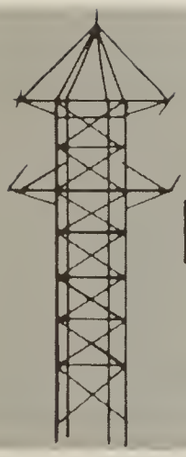

[1] For 1963—Classes I, II & III were used. For 1967 and all future years Classes I & II were used.
[2] For 1968-1973 65 of the larger companies.
[3] For 1974, 61 of the larger companies.

## FIGURE NO. 9

GROSS PLANT ALLOCATED TO SERVE NORTH CAROLINA CUSTOMERS
ELECTRIC—GAS—TELEPHONE

For the Years 1963, 1968, 1970-1974



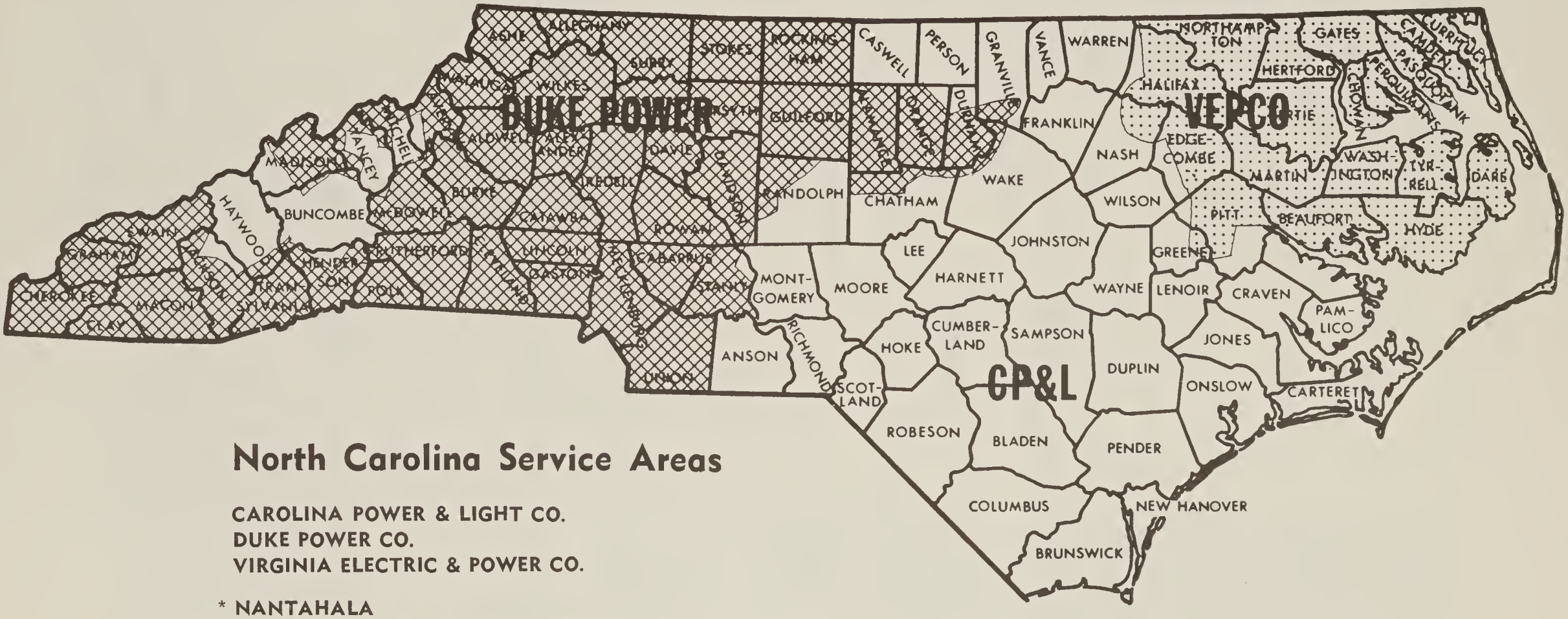


# II. The Electric Power Industry

FIGURE NO. 10

# Private Power Company Services Areas

## CLASS A COMPANIES




## North Carolina Service Areas

**CAROLINA POWER & LIGHT CO.**
**DUKE POWER CO.**
**VIRGINIA ELECTRIC & POWER CO.**

* **NANTAHALA**

* SERVES PORTIONS OF THE FOLLOWING COUNTIES:
CHEROKEE, CLAY, GRAHAM, JACKSON, MACON, SWAIN

FIGURE NO. 11

## POWER COMPANIES—CLASS A

**December 31, 1974**

CAROLINA POWER AND LIGHT COMPANY, RALEIGH, NORTH CAROLINA
Organized: April 6, 1926
President: Shearon Harris, Raleigh, N.C.
Secretary: Joseph L. Lancaster, Jr., Raleigh N.C.
Service (For North Carolina): Electric
States Served: North Carolina and South Carolina

DUKE POWER COMPANY, CHARLOTTE, NORTH CAROLINA
Organized: May 1, 1917
President: Carl Horn, Jr., Charlotte, N.C.
Secretary: J.D. Hicks, Charlotte, N.C.
Service (For North Carolina): Electric, Water, Bus
States Served: North Carolina and South Carolina

NANTAHALA POWER AND LIGHT COMPANY, FRANKLIN, NORTH CAROLINA
Organized: July 23, 1929
President: William T. Walker, Franklin, N.C.
Secretary: W.W. Sloan, Franklin, N.C.
Service: Electric
State Served: North Carolina

VIRGINIA ELECTRIC AND POWER COMPANY, RICHMOND, VIRGINIA
Organized: June 29, 1909
President: T. Justin Moore, Jr., Richmond, Va.
Chairman of the Board: John M. McGurn, Richmond, Va.
Vice President—Southern Division: C.M. Jarvis Williamston, N.C.
Secretary: L.G. Parrish, Richmond, Va.
Service (For North Carolina): Electric
States Served: North Carolina, Virginia and West Virginia

## POWER COMPANIES—CLASS B, C & D

| | Towns or Counties Served |
|---|---|
| Crisp Power Company, Inc. | Edgecombe County |
| Davenport Power & Light Company* | Edgecombe and Wilson Counties |
| Domestic Electric Service, Inc. | Edgecombe and Wilson Counties |
| Laurel Hill Electric Company | Scotland County |
| New River Light & Power Company | Watauga County |
| Pamlico Power & Light Company | Dare and Hyde Counties |
| Pinehurst, Inc. | Pinehurst, N.C. |
| Roselle Lighting Company | Rowan County |
| Western Carolina University** | Jackson County |

## MUNICIPAL ELECTRIC SYSTEMS AND SOURCE OF POWER

| Municipality | Source of Power |
|---|---|
| Albemarle | Duke Power Company |
| Apex | Carolina Power & Light Company |
| Ayden | Greenville |
| Belhaven | Virginia Electric & Power Company |
| Benson | Carolina Power & Light Company |
| Black Creek | Wilson |
| Bostic | Duke Power Company, Southeastern Power Administration |
| Cherryville | Duke Power Company, Shelby |
| Clayton | Carolina Power & Light Company |
| Concord | Duke Power Company |
| Cornelius | Duke Power Company, Crescent Electric Membership Corp. |
| Dallas | Duke Power Company |
| Davidson | Duke Power Company |
| Drexel | Duke Power Company, Southeastern Power Administration |
| Edenton | Virginia Electric & Power Company |
| Elizabeth City | Virginia Electric & Power Company |
| Enfield | Virginia Electric & Power Company<br>Halifax Electric Membership |
| Farmville | Carolina Power & Light Company |
| Fayetteville | Carolina Power & Light Company |
| Forest City | Duke Power Company |
| Fountain | Farmville |
| Fremont | Carolina Power & Light Company |
| Gastonia | Duke Power Company |
| Granite Falls | Duke Power Company |
| Greenville | Virginia Electric & Power Company |
| Hamilton | Virginia Electric & Power Company |
| Hertford | Virginia Electric & Power Company |
| High Point | Duke Power Company |
| Highlands | Nantahala Power & Light Company |
| Hobgood | Virginia Electric & Power Company |
| Hookerton | Carolina Power & Light Company |
| Huntersville | Duke Power Company |

*69.1% leased to Pitt & Greene Electric Membership Corporation
30.9% leased to Edgecombe-Martin County Electric Membership Corporation
**No operating or statistical data for this utility is included in this report

| Municipality | Source of Power |
|---|---|
| Kings Mountain | Duke Power Company |
| Kinston | Carolina Power & Light Company |
| LaGrange | Carolina Power & Light Company |
| Landis | Duke Power Company |
| Laurinburg | Carolina Power & Light Company |
| Lexington | Duke Power Company |
| Lincolnton | Duke Power Company |
| Louisburg | Carolina Power & Light |
| | Carolina Power & Light Company |
| | Southeastern Power Administration |
| Lucama | Wilson |
| Lumberton | Carolina Power & Light Company |
| Macclesfield | Wilson |
| Maiden | Duke Power Company |
| Monroe | Duke Power Company |
| Morganton | Duke Power Company |
| | Southeastern Power Administration |
| Murphy | TVA |
| New Bern | Carolina Power & Light Company |
| Newton | Duke Power Company |
| Oak City | Edgecombe-Martin Electric Membership Corp. |
| Pikeville | Carolina Power & Light Company |
| Pine Tops | Wilson |
| Pineville | Duke Power Company |
| Red Springs | Carolina Power & Light Company |
| Robersonville | Virginia Electric & Power Company |
| Rocky Mount | Carolina Power & Light Company |
| Scotland Neck | Virginia Electric & Power Company |
| Selma | Carolina Power & Light Company |
| Sharpsburg | Rocky Mount |
| Shelby | Duke Power Company |
| Smithfield | Carolina Power & Light Company |
| Southport | Carolina Power & Light Company |
| Statonsburg | Wilson |
| Statesville | Duke Power Company |
| Tarboro | Virginia Electric & Power Company |
| Wake Forest | Carolina Power & Light Company |
| Walstonburg | Wilson |
| Washington | Virginia Electric & Power Company |
| Waynesville | Carolina Power & Light Company |
| Wilson | Carolina Power & Light Company |
| Windsor | Virginia Electric & Power Company |
| Winterville | Greenville |

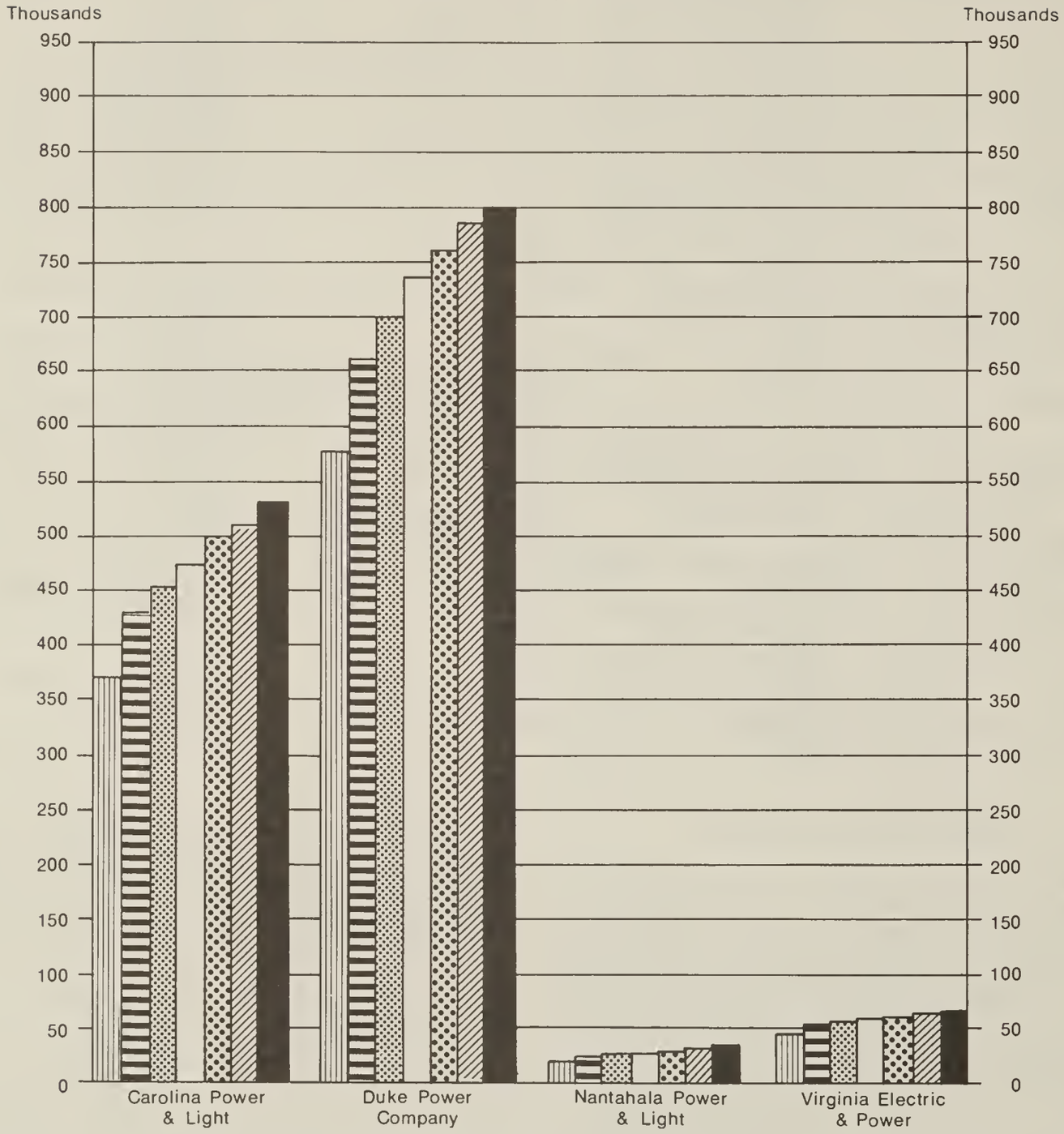
## THE ELECTRIC POWER INDUSTRY

There are four (4) major electric utiltites (i.e., companies with $2,500,000 or more annual gross operating revenues) and nine (9) small electric companies in North Carolina under the regulation of the North Carolina Utilities Commission. The four (4) major, or Class A companies, provide service either directly to retail consumers or as direct or indirect suppliers of electric energy on a wholesale basis to twenty-eight (28) electric membership corporations (EMC's), seven (7) smaller privately-owned distributing companies, three (3) publicly-owned distributing companies and seventy-two (72) municipalities operating electric distribution systems throughout the state. The retail rates and service in North Carolina of the four Class A companies, the seven smaller privately-owned companies and the three publicly-owned companies are under Commission jurisdiction. The service of EMC's is regulated by the Commission, but the rates of the EMC's and the rates and service of the municipalities are not under the Commission's jurisdiction. There are five (5) EMC's whose headquarters are in other states but who serve small portions of North Carolina.

The four major electric utilities are investor-owned companies, three of which have large service areas in adjacent states. Duke Power Company serves the west-central portion of North Carolina and an adjoining area in South Carolina. Seventy percent (70%) of Duke's sales are to North Carolina customers. Carolina Power and Light Company serves areas in the east-central, south-eastern, and western parts of North Carolina as well as an adjacent area in the eastern part of South Carolina. Eighty-two percent (82%) of CP&L's sales are to North Carolina customers. Virginia Electric and Power Company serves the north-eastern corner of North Carolina and most of Virginia. Only eight percent (8%) of VEPCO's sales are to North Carolina customers. Nantahala Power and Light Company, serving in the far western portion of North Carolina, is the only Class A company operating solely withing North Carolina. Although it qualifies as a Class A utility, due to annual operating revenue of over 5 million dollars, its service area and number of customers served are small as compared to the other three (3) Class A companies. Aluminum Company of America (ALCOA) owns all of the capital stock of Nantahala Power and Light Company. Portions of Nantahala's

FIGURE NO. 12

ELECTRIC COMPANIES—CUSTOMER GROWTH
(North Carolina Data Only)
For the Years 1963, 1968, 1970-1974




Customer Growth—Class A Companies Combined
(Totals in Thousands—Yearly Average)

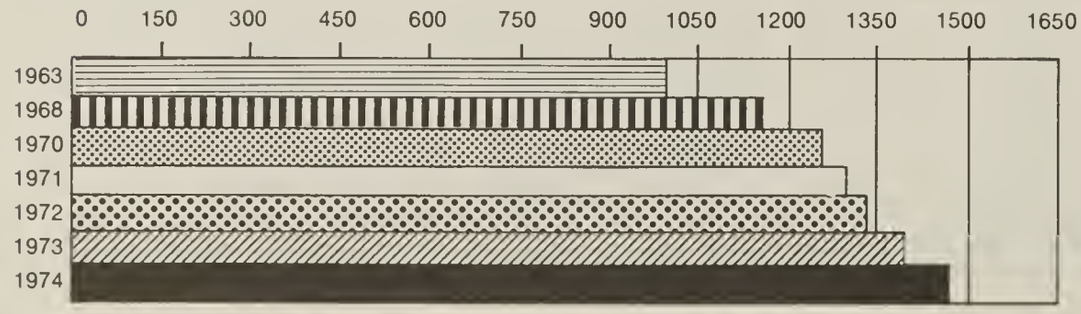
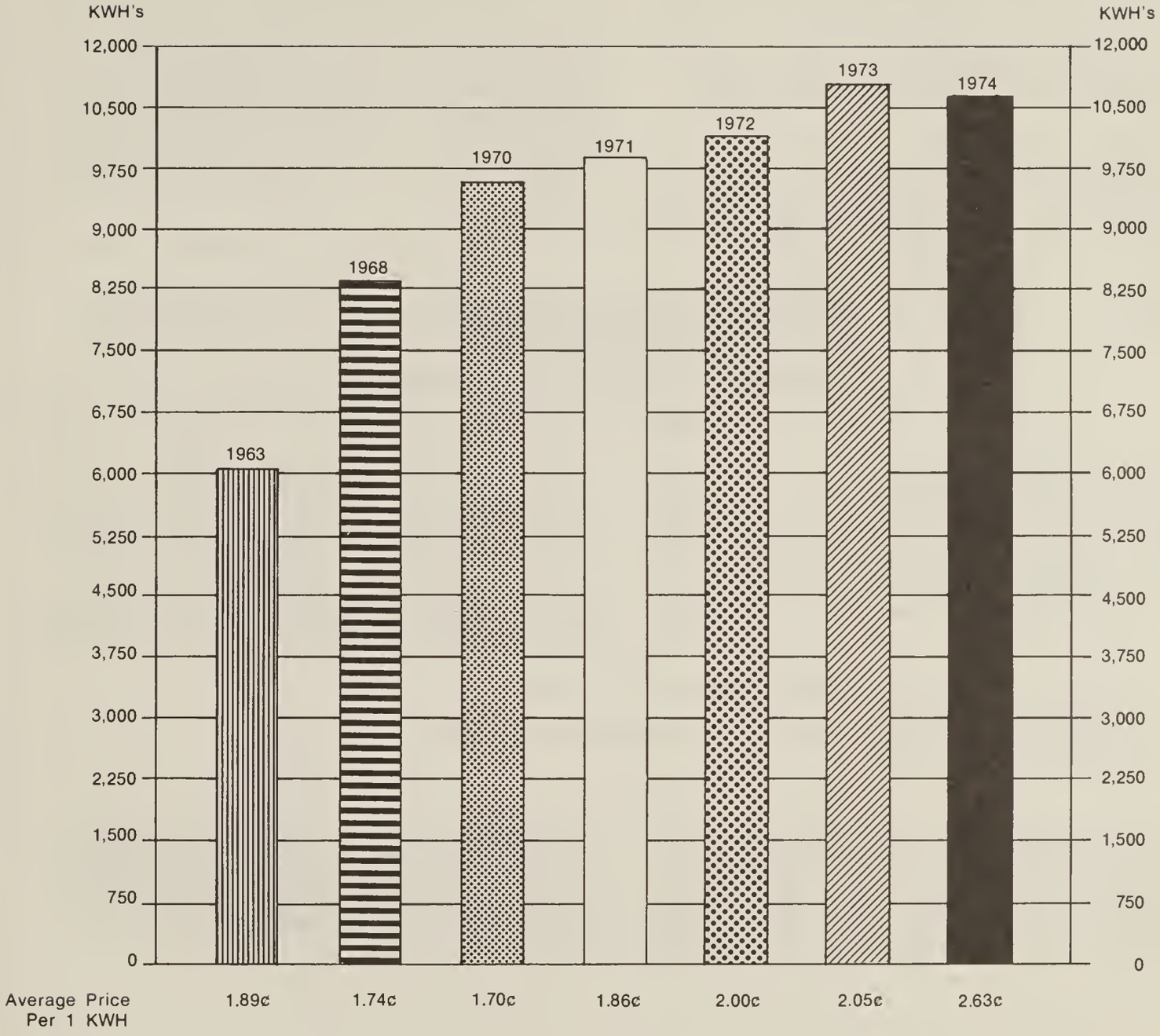


FIGURE NO. 13

RESIDENTIAL ELECTRIC SERVICE—CLASS A COMPANIES

Average Annual Usage Per Customer and Average Price of 1 KWH
(North Carolina Data Only)
1963, 1968, 1970-1974




electric generation were formerly utilized by ALCOA for the smeltering of aluminum. However, Nantahala's North Carolina public utility customers now utilize all of its hydroelectric energy generating potential and require Nantahala to purchase additional energy to meet its growing demand. The geographic location and the current makeup of its customers place Nantahala in a different position from the other major power companies in the state, especially in the areas of providing generating capacity and meeting the competition of other sources of energy for residential heating and commerical and industrial use.

## CUSTOMER GROWTH

The four (4) major electric utilities, for their North Carolina operations, experienced a customer growth

rate in 1974 of 3.3% over 1973. The net customer increase was 44,956 bringing the total average number of customers to 1,429,095 in 1974. Figure No. 12.

The minor electric companies' customers increased 3.3% in 1974 with a total of 11,935 customers receiving service as of December 31, 1974, as compared to 11,547 at December 31, 1973.

An average of 1,539,553 North Carolina customers were served by all the regulated electric utilities in 1974, an increase of 10.3% over 1973.

## ANNUAL CUSTOMER USAGE

The annual usage of KWH per residential customer for 1974 was 10,726 KWH. This represents a decrease of 2.4% over the 1973 annual usage of 10,993 KWH (See Figure No. 13). The 1974 figure is 42.1% higher than the national average of 7,550 KWH per residential customer for the same year.

A study of residential electric customers for North Carolina cities with a population of 50,000 or more for the period 1960-1973 reveals that these North Carolina customers used a far greater number of kilowatt hours annually per customer than customers in cities of similar size throughout the United States. North Carolina's per customer residential consumption exceeds the national average for the same period.

Following is a table reflecting the results of this usage study:

**AVERAGE ANNUAL RESIDENTIAL CUSTOMER KWH USAGE**
**1960, 1965, 1970, 1972-74**
(Class A & B Privately-Owned Utilities Only)

| | 1960 | 1965 | 1970 | 1972 | 1973 | 1974 |
|---|---|---|---|---|---|---|
| N.C. - Statewide Average | 5,204 | 6,697 | 9,695 | 10,253 | 10,993 | 10,726 |
| N.C. - Charlotte and Raleigh (a) | 6,039 | 7,272 | 11,037 | 11,298 | 12,194 | 11,553 |
| S.C. - Columbia and Charleston (b) | 5,271 | 6,121 | 9,613 | 9,264 | 10,080 | 9,439 |
| U.S. Average | 3,464 | 4,618 | 6,700 | 7,391 | 7,742 | 7,550 |
| N.C. (Charlotte and Raleigh) higher than: | | | | | | |
| S.C. (Columbia and Charleston) | 14.6% | 18.8% | 14.8% | 21.9% | 21.0% | 22.4% |
| U.S. Average | 74.3% | 57.5% | 64.7% | 52.9% | 57.5% | 53.0% |

(a) Charlotte - Served by Duke Power; Raleigh-Served by CP&L. (Average of the two used).
(b) Columbia and Charleston - Served by S.C. Electric and Gas Company. (Average of the two used).

The average monthly use of electricity (894 KWH) by North Carolina residential customers of Class A companies, who constitute about 80.5% of the total or regular electric utitlity customers in the state, is one of the highest in the nation. It is generally recognized that there is a direct correlation between the greater residential usage in North Carolina, compared to national usage, and the average charge per kilowatt hour in North Carolina. This average charge, at 2.63 cents, is 15.2% less than the national average of 3.10* cents per residential kilowatt hour of usage.

## RATE INCREASES APPROVED

The average charge per kilowatt hour for North Carolina residential service increased 28.2% in 1974 over 1973. Figure No. 13 shows the average price of one (1) KWH for the years 1963, 1968, 1970-1974. The 1974 figure of 2.63 cents per KWH vs. the 2.05 cents in 1973 reflects the general rate increases that received final approval by the Commission in 1974. Some of the increases were granted in 1973 on an interim basis as indicated below.

| COMPANY | DOCKET NUMBER | AMOUNT REQUESTED | TOTAL AMOUNT APPROVED | EFFECTIVE DATE OF INCREASE |
|---|---|---|---|---|
| Carolina Power & Light Co. | E-2, Sub 229, 234 | $51,676,000 | $51,676,000 | 6-01-74 |
| Crisp Power Company | E-38, Sub 4 | $ 8,000 | $ 6,000 | 12-15-74 |
| Duke Power Co. | E-7, Sub 159 | $61,080,000 | $35,900,000 | 10-30-73 |
| | | | $25,180,000 | 10-10-74 |
| New River Light & Power Co. | E-34, Sub 7 | $ (47,000) | $ (47,000) (Reduction) | 8-01-74 |
| Pamlico Power & Light Co. | E-15, Sub 23 | $ 95,000 | $ 75,000 | 12-16-74 |
| University of N.C. | E-39, Sub 2 | $ 325,000 | $ 325,000 | 3-27-74 |
| Virginia Electric & Power Co. | E-22, Sub 161, 165, 170 | $ 9,074,000 | $ 3,139,000** | 9-17-74 |

* FPC — "Statistics of Privately-Owned Electric Utilities in the United States" — 1974.
** Additional $5,682,000 approved 10-22-75 — total amount approved on this docket — $8,821,000.

In addition, the Commission approved automatic Fossil Fuel adjustment clauses for implementation by Duke Power Company, Carolina Power and Light Company, and Virginia Electric and Power Company early in 1974. The clauses were approved to help these utilities cope with a highly erratic and unstable fuels market. The clauses approved were the "KWH" or "100% efficiency" type of clause designed, along with an aggressive monitoring program by the Commission, to afford maximum protection for the consumers.

FIGURE NO. 14

COMPARATIVE TYPICAL RESIDENTIAL ELECTRIC BILLS—
NINE SELECTED STATES, NORTH CAROLINA, AND U. S. AVERAGE

STATE AVERAGE MONTHLY BILLS—RESIDENTIAL SERVICE
(Cities of 2,500 Population and Over) Data as of January 1 of each year listed

| | 250 KWH Assumed Consumption | | | | | | | 500 KWH Assumed Consumption | | | | | 750 KWH Assumed Consumption | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| State | 1955 | 1960 | 1965 | 1970 | 1972 | 1973 | 1974 | 1963 | 1968 | 1972 | 1973 | 1974 | 1963 | 1968 | 1972 | 1973 | 1974 |
| North Carolina | $6.78 | $6.76 | $6.66 | $6.56 | $7.61 | $8.05 | $8.29 | $ 9.63 | $ 9.42 | $10.77 | $11.76 | $12.26 | $13.10 | $12.79 | $14.87 | $15.99 | $16.67 |
| Alabama | 5.52 | 5.42 | 5.32 | 6.10 | 6.96 | 7.51 | 7.78 | 8.34 | 8.35 | 10.42 | 11.39 | 11.89 | 11.01 | 11.02 | 13.53 | 14.92 | 15.66 |
| California | 6.04 | 6.85 | 6.62 | 6.91 | 7.87 | 8.16 | 9.27 | 9.74 | 9.32 | 11.83 | 12.39 | 14.55 | 12.86 | 12.33 | 15.56 | 16.39 | 19.59 |
| Florida | 8.07 | 8.03 | 7.67 | 7.27 | 7.69 | 7.85 | 8.80 | 12.09 | 11.42 | 11.99 | 12.41 | 14.38 | 16.21 | 15.43 | 16.28 | 16.94 | 19.67 |
| Indiana | 7.03 | 7.23 | 7.55 | 7.52 | 7.78 | 8.57 | 8.62 | 10.27 | 10.31 | 10.70 | 11.76 | 11.87 | 14.31 | 13.98 | 14.41 | 15.97 | 16.13 |
| Maine | 8.35 | 8.82 | 8.94 | 8.59 | 8.67 | 9.54 | 9.63 | 12.31 | 11.84 | 12.01 | 13.26 | 13.46 | 17.47 | 15.96 | 16.22 | 17.93 | 18.13 |
| Michigan | 7.32 | 7.44 | 7.42 | 7.48 | 7.80 | 8.03 | 8.03 | 9.97 | 7.59 | 9.91 | 10.41 | 10.79 | 14.52 | 12.24 | 14.23 | 15.59 | 16.17 |
| Ohio | 6.86 | 7.12 | 7.22 | 7.19 | 7.93 | 8.07 | 8.52 | 10.65 | 10.40 | 11.50 | 11.67 | 12.48 | 14.99 | 14.25 | 15.77 | 16.03 | 17.07 |
| South Carolina | 6.76 | 6.77 | 6.73 | 6.72 | 8.08 | 8.43 | 9.21 | 10.09 | 10.02 | 11.80 | 12.42 | 13.69 | 13.47 | 13.33 | 15.49 | 16.39 | 18.08 |
| Virginia | 7.66 | 7.65 | 7.34 | 7.29 | 8.29 | 8.89 | 9.07 | 10.15 | 10.11 | 11.61 | 13.21 | 13.60 | 13.83 | 13.57 | 14.98 | 17.14 | 17.70 |
| United States | 7.18 | 7.44 | 7.38 | 7.51 | 8.35 | 8.67 | 9.47 | 10.64 | 10.37 | 11.99 | 12.56 | 14.10 | 14.65 | 14.16 | 16.14 | 16.96 | 19.14 |
| North Carolina Ranks (Low to High—9 states listed) | 4th Lowest | 2nd Lowest | 3rd Lowest | 2nd Lowest | 2nd Lowest | 4th Lowest | 3rd Lowest | 2nd Lowest | 3rd Lowest | 4th Lowest | 4th Lowest | 4th Lowest | 3rd Lowest | 4th Lowest | 4th Lowest | 4th Lowest | 4th Lowest |
| North Carolina Ranks . . . (Low to High—50 states & D. C.—except 1955—48 States) | 16th Lowest | 10th Lowest | 10th Lowest | 11th Lowest | 17th Lowest | 18th Lowest | 16th Lowest | 13th Lowest | 15th Lowest | 22nd Lowest | 24th Lowest | 21st Lowest | 11th Lowest | 13th Lowest | 24th Lowest | 23rd Lowest | 23rd Lowest |
| N. C. Average lower than U. S. Average—Per Cent . . . . . | 5.4% | 9.1% | 9.8% | 12.7% | 8.9% | 7.7% | 12.5% | 8.5% | 9.2% | 8.5% | 6.8% | 13.0% | 10.6% | 9.7% | 7.9% | 6.1% | 12.9% |

Source: "Typical Electric Bills" for applicable years — Federal Power Commission.

## ELECTRIC BILLS: COMPARISONS OF RESIDENTIAL STATE MONTHLY AVERAGES

Comparing average monthly bills as of January 1, 1974, in North Carolina to the nine selected states of Alabama, California, Florida, Indiana, Maine, Michigan, Ohio, South Carolina, and Virginia, the state is 3rd lowest at the 250 KWH consumption level, 4th lowest at the 500 KWH consumption level, and 4th lowest at the 750 KWH consumption level.

North Carolina vs. U.S. Average shows that the relative position of North Carolina had not changed much from the previous three years, which indicates that the increase in electric bills has not been restricted to the North Carolina electric utilities. See Figure No. 14 for comparisons.

The North Carolina electric utilities have company-wide rates for the respective residential, commercial, and industrial classes of customers. For example, the residential customers' bills will not vary between the small communities and the large where the volume of usage and load characteristics are the same and they are served by the same company.

## FIGURE NO. 15

ELECTRIC GENERATING CAPACITY OWNED AND PURCHASED
WITH GENERATING CAPACITY LOCATED IN NORTH CAROLINA SHOWN
(Unit of Measurement—Kilowatt)

**Generating Capacity Owned—Maximum Name Plate Rating Used**

| Class A Companies | Steam | | | | | Gas Turbine | | | Hydroelectric | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1960 | 1965 | 1970 | 1973 | 1974 | 1970 | 1973 | 1974 | 1960 | 1965 | 1970 | 1973 | 1974 |
| Carolina Power & Light Co. ... | 1,047,500 | 1,627,195 | 2,695,045 | 4,862,542 | 4,862,542 | 308,092 | 565,142 | 1,161,475 | 226,600 | 219,600 | 219,600 | 219,600 | 219,600 |
| Duke Power Company ..... | 2,829,000 | 3,454,000 | 5,366,125 | 6,823,794 | 9,647,204 | 229,000 | 425,000 | 395,000 | 498,162 | 768,138 | 867,875 | 1,007,875 | 1,007,875 |
| Nantahala Power & Light Co. .. | —0— | —0— | —0— | —0— | —0— | Na | Na | Na | 99,460 | 93,975 | 99,460 | 99,460 | 99,460 |
| Virginia Electric & Power Co... | 2,045,140 | 3,363,190 | 4,627,330 | 6,814,390 | 4,744,330 | 350,108 | 563,308 | 563,308 | 135,775 | 306,690 | 278,000 | 287,600 | 287,600 |
| Totals ..... | 5,921,640 | 8,444,385 | 12,688,500 | 18,500,726 | 19,254,076 | 887,200 | 1,553,450 | 2,119,783 | 959,997 | 1,388,403 | 1,464,935 | 1,614,535 | 1,614,535 |
| % Increase (Decrease) ..... | Na | 42.6% | 50.3% | 19.4% | 4.0% | | —0—% | 36.5% | | 44.6% | 5.5% | —0—% | —0—% |
| Generated in N. C. .... | Na | 4,499,560 | 7,752,410 | 9,397,226 | 8,532,298 | 390,772 | 695,422 | 695,422 | Na | 1,030,280 | 1,114,395 | 1,123,995 | 1,182,955 |
| Percent of Total ..... | Na | 53.3% | 61.1% | 50.8% | 44.3% | 44.0% | 44.8% | 32.8% | Na | 74.2% | 76.1% | 69.6% | 73.3% |

**Generating Capacity Purchased***

| | 1960 | 1965 | 1970 | 1973 | 1974 |
|---|---|---|---|---|---|
| Carolina Power & Light Co. ... | 310,000 | 229,000 | 629,000 | 291,000 | 239,000 |
| Duke Power Company ..... | —0— | 307,535 | 108,460[A] | 166,460[A] | 252,460[A] |
| Nantahala Power & Light Co. .. | —0— | —0— | —0— | 38,750 | 47,618 |
| Virginia Electric & Power Co. .. | 108,800 | N.Apl. | N.Apl. | N.Apl. | N.Apl. |
| Totals ..... | 418,800 | 586,535 | 737,460 | 496,210 | 539,078 |
| % Increase (Decrease) .. | | 40.1% | 25.7% | (22.6)% | 8.6% |
| Generated in N. C. ..... | Na | Na | Na | Na | Na |
| Percent of Total ..... | Na | Na | Na | Na | Na |

**Total Owned & Purchased****

| 1960 | 1965 | 1970 | 1973 | 1974 |
|---|---|---|---|---|
| 1,584,100 | 2,075,795 | 3,851,737 | 5,938,284 | 6,482,617 |
| 3,327,162 | 4,592,673 | 6,571,460 | 8,423,129 | 11,302,539 |
| 99,460 | 93,975 | 99,460 | 138,210 | 147,078 |
| 2,289,715 | 3,719,880 | 5,255,438 | 7,665,298 | 5,595,238 |
| 7,300,437 | 10,482,323 | 15,778,095 | 22,164,921 | 23,527,472 |
| | 43.6% | 50.5% | 14.8% | 6.1% |
| Na | 5,529,840 | 9,995,037 | 11,712,853 | 10,949,753 |
| Na | 52.8% | 63.3% | 52.8% | 46.5% |

* Based on annual maximum demand
** 1970-74 figures for Total Owned & Purchased include amounts for Gas Turbines
(A) Major portion of purchases from members of CARVA Pool—Contract demand for these purchases allocated by formula and figures are not shown in annual report.
Na Not available
N.Apl. Not applicable

## GENERATING CAPACITY TOTAL AND WITHIN NORTH CAROLINA

Total owned and purchased generating capacity of the Class A electric companies serving in North Carolina for 1974 was 23,527,472 KW. This was an increase of 6.1% over the 1973 total of 22,164,921 KW.

Generating capacity located within the boundaries of North Carolina accounted for 46.5% of total kilowatt capacity owned and purchased during 1974. (See Figure No. 15). Electric utilities are planning for an increasing larger percentage of their total generating capacity to come from nuclear power. The construction of several large units are underway in North Carolina or plans for them have been announced.

## DISPOSITION OF THE ELECTRIC REVENUE DOLLAR

The disposition of the 1973 and 1974 electric revenue dollar is shown by the two pie charts on Figure No. 16.

Operation and maintenance expenses, which include the cost of fuel used in generation of electric energy, continued to consume the largest portion of the revenue dollar, requiring 53 cents in 1974 as compared with 48 cents in 1973. As shown below, the disposition of the revenue dollar did not change significantly in 1974 as compared with 1973.

| ITEM | 1965 | 1970 | 1972 | 1973 | 1974 |
|---|---|---|---|---|---|
| Operations & Maintenance | 41.9 | 53.5 | 49.6 | 48.4 | 53.6 |
| Depreciation | 11.3 | 10.8 | 9.6 | 9.8 | 8.4 |
| General Taxes | 9.2 | 8.8 | 7.9 | 8.1 | 8.2 |
| Income Taxes | 14.4 | 3.1 | 4.4 | 4.8 | 4.2 |
| Interest | 5.3 | 11.8 | 12.6 | 13.8 | 14.1 |
| Dividends | 11.5 | 11.2 | 11.9 | 11.9 | 9.5 |
| Retained Earnings | 6.4 | .8 | 4.0 | 3.2 | 2.0 |
| Total (cents) | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Note: The revenue dollar includes other net income and deductions, including interest charged construction.

## ENERGY SALES

Class A companies' total energy sales in North Carolina decreased in 1974 over 1973 by .6%, remaining at a level of over 52 billion kilowatt hours sold in 1974. Figure No. 17 (bar graph) shows energy sales by class of customers for the years 1960, 1965, 1970-1974.

The following table shows the percent of energy sales by class of customers for the years 1960, 1965, 1970, 1973, and 1974.

**Energy Sales by Class of Customers**
**Millions of KWH's Sold and Per Cent of Totals**
**1960, 1965, 1970, 1973-1974**

| Class of Customer | 1960 | % | 1965 | % | 1970 | % | 1973 | % | 1974 | % |
|---|---|---|---|---|---|---|---|---|---|---|
| Residential | 4,249 | 28.1 | 6,177 | 26.1 | 10,382 | 25.3 | 13,105 | 25.0 | 13,199 | 25.3 |
| Industrial | 5,868 | 38.8 | 8,909 | 37.6 | 14,054 | 34.2 | 18,096 | 34.5 | 17,954 | 34.4 |
| Commercial | 2,050 | 13.6 | 3,658 | 15.5 | 6,575 | 16.0 | 8,859 | 16.8 | 8,598 | 16.4 |
| Other (Includes Sale for Resale) | 2,960 | 19.5 | 4,933 | 20.8 | 10,102 | 24.5 | 12,464 | 23.7 | 12,474 | 23.9 |
| Total | 15,127 | 100.0 | 23,677 | 100.0 | 41,113 | 100.0 | 52,524 | 100.0 | 52,225 | 100.0 |
| % Increase | | | | | | | | | (.6) | |

## STATISTICAL SUMMARY DATA

As can be seen from Figure No. 18, the total operating revenues for North Carolina operations of the Class A electric utilities increased 36.6% for 1974 over 1973. Total operating revenues for Class B, C, and D companies (those with operating revenues under $2,500,000) increased 21.3% for the same period.

North Carolina operating expenses for the Class A companies increased at a rate of 41.8% for 1974 over 1973, and the net operating revenue for 1974 increased by 15.3% from 1973. At the same time, total operating expenses for the minor electric companies increased by 23.7%, and the net operating revenue increased by 13.7% over 1973.

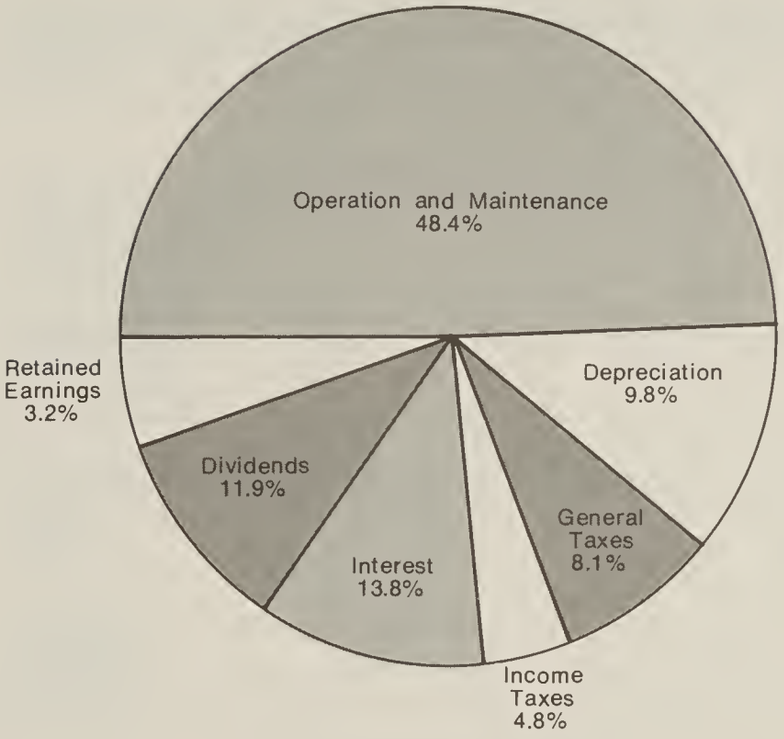
Net income available for the common shareholders of the Class A companies of $225,285,709 in 1974 vs. $225,809,941 in 1973, however, the number of common shares outstanding at year-end increased from 113,006,087 in 1973 to 129,229,380 in 1974 or 14.3% which resulted in a decline in earnings per share (year-end shares outstanding) from $2.00 in 1973 to $1.74 in 1974.

Total salaries and wages paid North Carolina employees by the Class A companies for 1974 was $168,098,562, an increase of 19.7% over 1973. In 1974, the number of employees residing in North Carolina was 14,524 compared with 14,001 in 1973, for an increase of 3.7%.

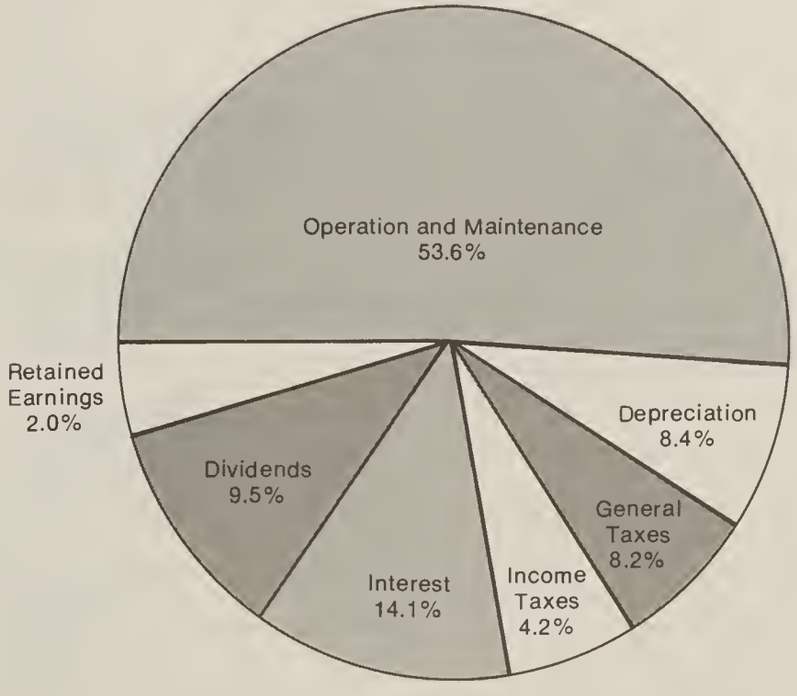
## FIGURE NO. 16

DISPOSITION OF THE REVENUE DOLLAR
ELECTRIC COMPANIES
North Carolina Class A Operations Only

December 31, 1973




December 31, 1974



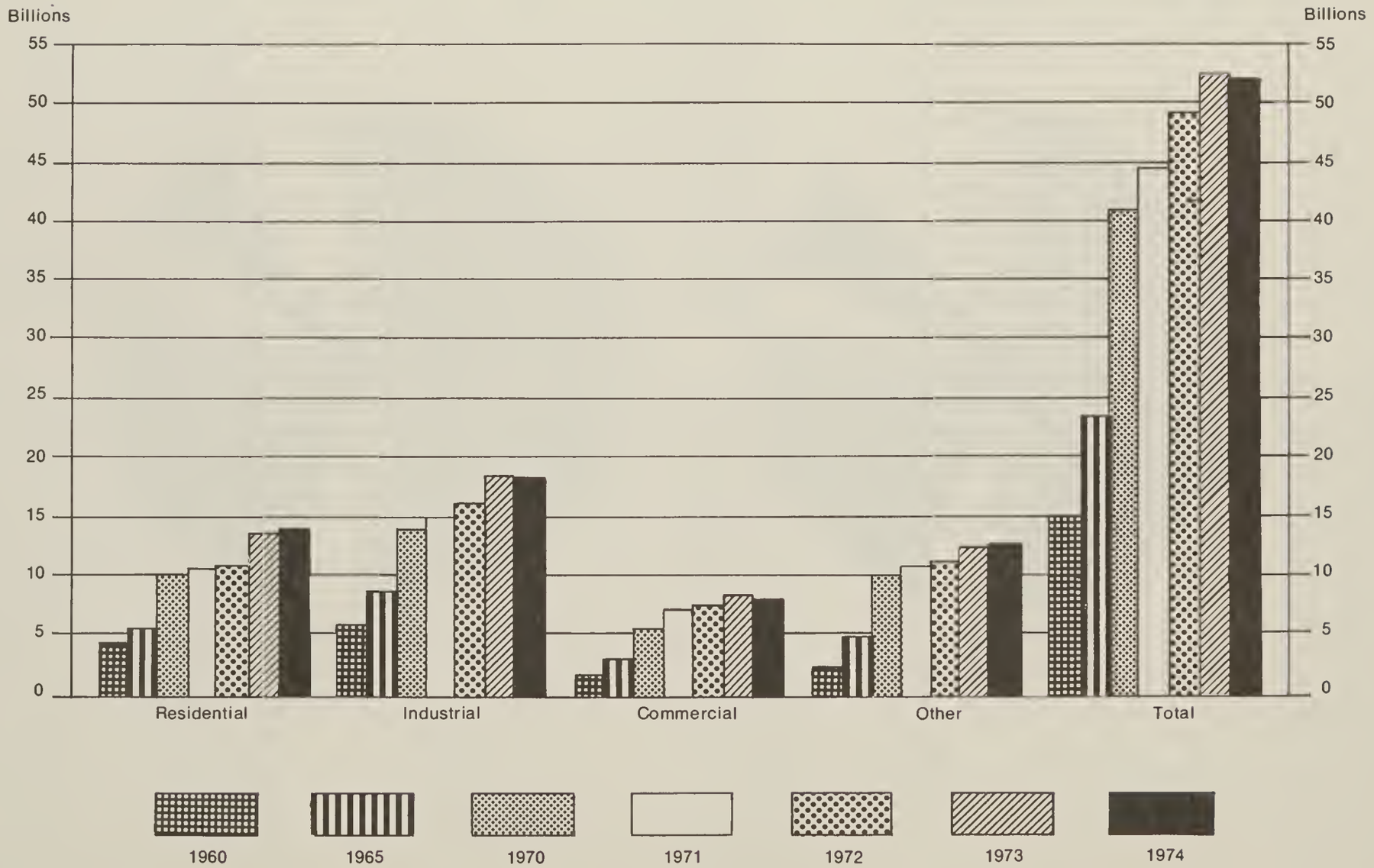

TOTAL REVENUE—100%

Note: Retained Earnings and Dividends per Revenue Dollar are not directly related to the rate of return earned on investment.

## FIGURE NO. 17

ELECTRIC COMPANIES—CLASS A
Energy Sales by Class of Customers
(North Carolina Data Only—Kilowatt Hours in Billions)

For the Years Only 1960, 1965, 1970-1974

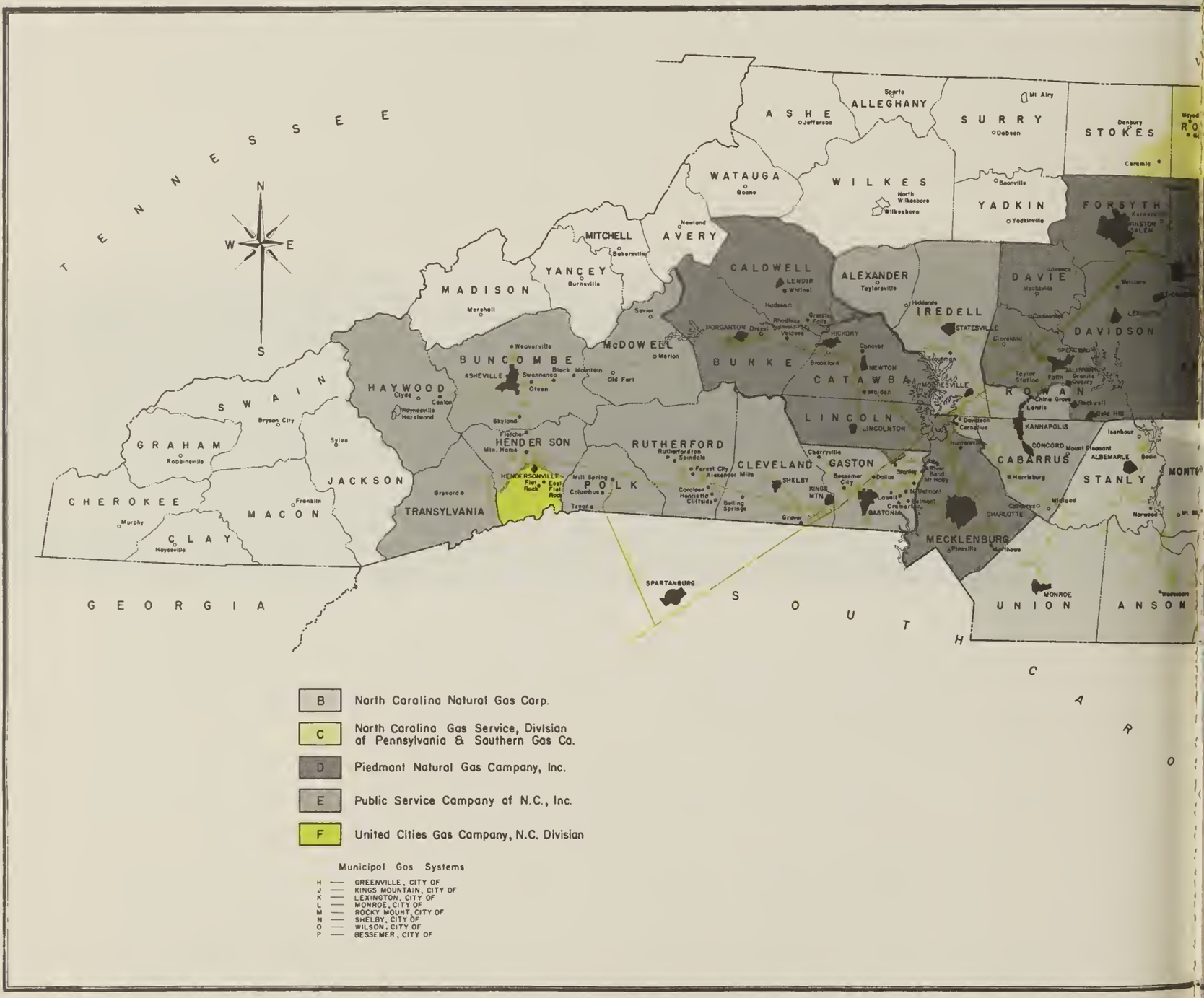


## FIGURE NO. 18

ELECTRIC COMPANIES—CLASSES A, B, C & D
Summary of Selected Data—Income, Expenses, Balance Sheet and Statistical Items
For the Calendar Years 1960, 1965, 1970, 1973 & 1974

| ITEM | 1960 | 1965 | 1970 | 1973 | 1974 | % Change-More (Less) 1973-1974 |
|---|---|---|---|---|---|---|
| **CLASS A COMPANIES $2,500,000 or More Operating Revenues** | | | | | | |
| No. of Companies Regulated and Included in this Data | 4 | 4 | 4 | 4 | 4 | |
| Income Items (N. C. Only): | | | | | | |
| Residential Sales | $ 83,380,000 | $ 112,279,119 | $ 176,631,437 | $ 268,771,347 | $ 347,236,094 | 29.1 |
| Commercial Sales | 37,704,100 | 57,600,331 | 95,309,938 | 152,840,429 | 198,937,568 | 30.1 |
| Industrial Sales | 48,897,200 | 71,737,144 | 118,277,097 | 190,212,693 | 276,827,150 | 45.5 |
| Sales for Resale | 20,791,800 | 31,332,127 | 63,759,969 | 111,836,875 | 141,415,880 | 26.4 |
| All Other Operating Revenue | 6,867,000 | 12,408,894 | 16,378,462 | 22,127,617 | 54,567,276 | 146.6 |
| Total Operating Revenue | $ 197,640,100 | $ 285,357,615 | $ 470,356,903 | $ 745,788,961 | $1,018,983,968 | 36.6 |
| Expense Items (N. C. Only): | | | | | | |
| Operating & Maintenance | $ 82,502,120 | $ 119,868,845 | $ 271,149,181 | $ 408,273,656 | $ 613,630,759 | 50.2 |
| Depreciation & Amortization | 22,972,500 | 32,309,662 | 54,665,592 | 82,621,101 | 95,669,346 | 15.7 |
| Taxes: | | | | | | |
| State Income Taxes | 3,052,100 | 4,997,401 | 2,193,637 | 3,065,344 | 2,340,776 | (23.6) |
| State Gross Receipts Taxes | 11,592,062 | 16,588,775 | 26,912,028 | 43,545,927 | 63,952,338 | 46.8 |
| Local Property Taxes | 5,740,423 | 8,494,964 | 13,460,264 | 19,651,471 | 22,806,109 | 16.0 |
| All Other Taxes | 28,148,007 | 38,730,915 | 17,442,210 | 42,780,668 | 52,357,038 | 22.3 |
| Total Taxes | 48,532,592 | 68,812,055 | 60,008,139 | 109,043,410 | 141,456,261 | 29.7 |
| Total Operating Expenses | 156,810,312 | 220,990,562 | 385,822,912 | 599,938,167 | 850,756,366 | 41.8 |
| Net Operating Revenue | $ 40,829,788 | $ 64,367,053 | $ 84,533,991 | $ 145,850,794 | $ 168,227,602 | 15.3 |
| Income Items (Systemwide): | | | | | | |
| Operating Revenue | $ 397,459,162 | $ 571,081,788 | $ 949,247,581 | $1,473,714,595 | $2,027,164,884 | 37.5 |
| Operating Expense | 309,887,923 | 432,958,165 | 751,909,078 | 1,132,105,045 | 1,638,206,258 | 44.7 |
| Net Operating Revenue | 87,571,239 | 138,123,623 | 197,338,503 | 341,609,550 | 388,958,626 | 13.8 |
| Net Income (From All Sources) | $ 70,066,182 | $ 100,752,706 | $ 148,191,480 | $ 290,430,346 | $ 304,911,410 | 4.9 |
| Shares of Common Stock Outstanding—Year End | 55,246,000 | 57,731,892 | 76,520,529 | 113,006,087 | 129,220,380 | 14.3 |
| Average Earnings Per Share—Shares at Year End (After Preferred Stock Dividend) | $1.17 | $1.67 | $1.62 | $2.00 | $ 1.74 | (13.0) |
| Balance Sheet Items (N. C. Only): | | | | | | |
| Utility Plant (Electric Portion Only) | $ 912,183,300 | $1,325,690,092 | $2,488,153,500 | $4,086,783,433 | $4,743,292,633 | 16.0 |
| Depreciation Reserve | 231,139,700 | 352,625,813 | 531,565,853 | 710,883,512 | 783,221,019 | 10.1 |
| Net Utility Plant (Original Cost) | $ 681,043,600 | $ 973,064,279 | $1,956,587,647 | $3,375,899,921 | $3,960,071,614 | 17.3 |
| Balance Sheet Items (Systemwide): | | | | | | |
| Long-Term Debt | $ 737,334,000 | $1,023,461,000 | $2,168,664,322 | $3,674,085,196 | $4,331,438,761 | 17.8 |
| Total Capitalization | $1,476,165,839 | $2,005,861,562 | $3,941,246,468 | $6,953,717,225 | $8,010,699,748 | 15.2 |
| Long-Term Debt—% of Total Capitalization | 49.9 | 51.0 | 55.0 | 52.8 | 54.1 | 2.4 |
| Statistics (N. C. Unless Otherwise Noted): | | | | | | |
| Total Customers—Yearly Average | 938,705 | 1,065,650 | 1,243,389 | 1,384,139 | 1,527,618 | 10.3 |
| Average No. KW's Used per Residential Customer | 5,204 | 6,697 | 9,695 | 9,468 | 10,726 | 13.2 |
| Average Revenue per KWH—Residential Customer | 1.96¢ | 1.82¢ | 1.70¢ | 2.05¢ | 2.63¢ | 28.2 |
| No. of Employees Residing in N. C. | 7,454 | 7,875 | 9,414 | 14,001 | 14,524 | 3.7 |
| Wages & Salaries Paid N. C. Employees | $ 39,146,298 | $ 49,359,456 | $ 80,612,011 | $ 140,374,160 | $ 168,098,562 | 19.7 |
| System Sales to Ultimate Consumer (KWH's in 000's) | 24,601,101 | 38,542,626 | 64,081,883 | 82,090,292 | 81,082,493 | (1.2) |
| System Sales for Resale (KWH's in 000's) | 3,382,966 | 5,608,578 | 12,634,172 | 15,639,353 | 15,684,813 | .2 |
| Total Sales to Ultimate Customers and for Resale (KWH's in 000's) | 27,984,067 | 144,151,204 | 76,716,055 | 97,729,645 | 96,767,306 | (.9) |
| **CLASS B, C & D COMPANIES (Companies with Operating Revenues Under $2,500,000)** | | | | | | |
| No. of Companies Included in this Data | 11 | 9 | 8 | 8 | 8 | |
| Income Items (N. C. Only): | | | | | | |
| Total Operating Revenue | $ 905,429 | $ 1,197,290 | $ 2,207,794 | $ 3 476,673 | $ 4,218,919 | 21.3 |
| Expense Items (N. C. Only): | | | | | | |
| Total Operating Expenses | $ 760,162 | $ 1,013,819 | $ 1,808,167 | $ 2,648,928 | $ 3,277,662 | 23.7 |
| Net Operating Revenue | $ 145,267 | $ 183,471 | $ 399,627 | $ 827,745 | 941,257 | 13.7 |
| Balance Sheet Items (N. C. Only): | | | | | | |
| Utility Plant (Electric Portion Only) | $ 1,745,933 | $ 2,319,816 | $ 3,342,495 | $ 6,982,783 | $ 8,136,389 | 16.5 |
| Depreciation Reserve | 580,856 | 1,036,717 | 1,442,091 | 2,023,916 | 2,305,545 | 13.9 |
| Net Utility Plant | $ 1,165,077 | $ 1,283,099 | $ 1,900,404 | $ 4,958,867 | $ 5,830,844 | 17.5 |
| Statistics—N. C. Unless Otherwise Noted: | | | | | | |
| Total Customers—Year End | 7,207 | 8,134 | 10,273 | 11,547 | 11,935 | 3.3 |
| Average Revenue per KWH—Residential Customer | 2.74¢ | 2.48¢ | 2.21¢ | 2.26¢ | 2.75¢ | 21.6 |
| System Sales to Ultimate Customer (KWH's in 000's) | 33,167 | 47,237 | 112,912 | 156,230 | 159,400 | 2.0 |

# III. The Natural Gas Industry




| | |
|---|---|
| B | North Carolina Natural Gas Corp. |
| C | North Carolina Gas Service, Division of Pennsylvania & Southern Gas Co. |
| D | Piedmont Natural Gas Company, Inc. |
| E | Public Service Company of N.C., Inc. |
| F | United Cities Gas Company, N.C. Division |

Municipal Gas Systems

H — GREENVILLE, CITY OF
J — KINGS MOUNTAIN, CITY OF
K — LEXINGTON, CITY OF
L — MONROE, CITY OF
M — ROCKY MOUNT, CITY OF
N — SHELBY, CITY OF
O — WILSON, CITY OF
P — BESSEMER, CITY OF

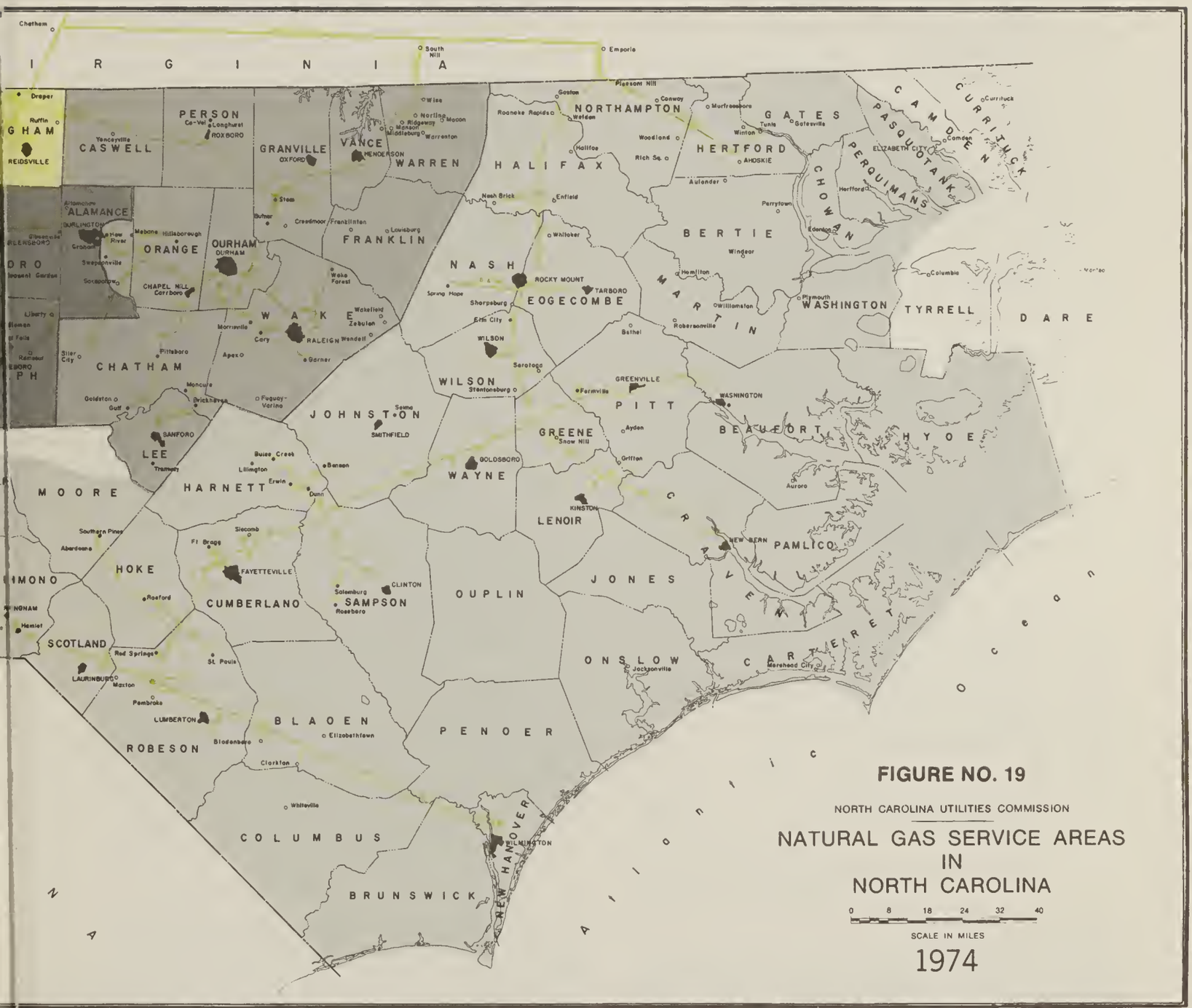



**FIGURE NO. 19**

NORTH CAROLINA UTILITIES COMMISSION

NATURAL GAS SERVICE AREAS
IN
NORTH CAROLINA

0 8 18 24 32 40

SCALE IN MILES

1974

FIGURE NO. 20

GAS COMPANIES AND MUNICIPAL GAS SYSTEMS
OPERATING IN THE STATE OF NORTH CAROLINA
AS OF 12-31-74

## GAS COMPANIES

**North Carolina Natural Gas Corp.**
Frank Barragan, Jr., President
Drawer 909
Fayetteville, North Carolina

**North Carolina Gas Service, Division of Pennsylvania and Southern Gas Co.**
J. E. Connolly, Vice President
P. O. Box 779
Reidsville, North Carolina

C. B. Coulter, President
Pennsylvania and Southern Gas Co.
P. O. Box 10
Sayre, Pennsylvania

**Piedmont Natural Gas Company, Inc.**
J. David Pickard, Sr., President
Buell G. Duncan, Chairman of the Board
P. O. Box 1968
Charlotte, North Carolina

**Public Service Company of N. C., Inc.**
C. E. Zeigler, President
400 Cox Road
Gastonia, North Carolina

**United Cities Gas Company**
**North Carolina Division**
John A. Maxheim, President
C. B. Dushane, Jr., Chairman of the Board
1200 Parkway Towers
404 James Robertson Parkway
Nashville, Tennessee

Don Howard, Manager
United Cities Gas Company
Box 200
Hendersonville, North Carolina

## MUNICIPAL GAS SYSTEMS

**Bessemer City, City of**
William E. Metalfe
City Manager
Bessemer City, N. C.

**Greenville, City of**
Charles O'H. Horne, Jr.
Director of Utilities
Greenville, N. C.

**Kings Mountain, City of**
John Henry Moss
Mayor
Kings Mountain, N. C.

**Lexington, City of**
Eugene T. Morris
City Manager
Lexington, N. C.

**Monroe, City of**
J. E. Hinkel
City Manager
Monroe, N. C.

**Rocky Mount, City of**
C. W. Bateman, Jr.
Director of Utilities
Rocky Mount, N. C.

**Shelby, City of**
C. L. Weems
Gas Superintendent
Shelby, N. C.

**Wilson, City of**
C. W. Whitley
Director of Utilities
Wilson, N. C.

## NATURAL GAS

During 1974 there were five (5) Class A and B gas utility companies under regulation of the North Carolina Utilities Commission. Prior to 1974, there were four (4) Class A and B and one (1) Class C utilities under regulation, but by virtue of meeting the revenue requirements as prescribed by the Federal Power Commission, United Cities Gas Company was reclassified as a Class B utility. The Class A and B companies have annual gas operating revenues in excess of $1 Million.

The North Carolina companies are primarily distribution companies, purchasing their gas for resale from Transcontinental Gas Pipeline Corporation, the only interstate gas pipeline operating within the State. Transcontinental purchases natural gas from producers in Texas and Louisiana and transports it to North Carolina where it is resold to the distributing companies at rates prescribed by the Federal Power Commission on the basis of three (3) zones of distance from the point of production. North Carolina is in Zone 2, which is bound by the Georgia-South Carolina State Line on the South and Virginia-

Maryland State Line on the North. The distributing companies contract for a fixed amount (called contract demand) of gas to meet their customers' requirements on a daily basis from the interstate pipeline company.

The charges the gas companies pay Transcontinental Gas Pipeline Corporation (TRANSCO) are made up of two components: a fixed demand charge is paid, based on daily contracted volumes; and, a commodity charge is paid for each MCF volume received. The gas purchased by these companies is sold basically to two general classes of customers: (a) Firm - customers (residential, commercial, and industrial) who pay a higher cost and are assured first priority for delivery of gas volumes available, and (b) Interruptible - customers who purchase gas at a lower rate with the understanding that they have the lowest priority and will be first to be interrupted when gas supplies become short.

Since mid-1971, Transco has not been able to meet full contract demand volumes for North Carolina customers due to ever-increasing levels of curtailments. This has resulted in a dramatic reduction in the amount of volumes of gas sold to interruptible customers.

Only three (3) of the distributing companies in North Carolina have operations in other states: North Carolina Gas Service, a division of Pennsylvania and Southern Gas Company; Piedmont Natural Gas Company, Inc., and United Cities Gas Company. Under existing Federal Law, any interstate operation of distributing companies whose purchases and sales are all made within the state are under the jurisdiction of the state, i.e., the North Carolina Utilities Commission in North Carolina.

## PLANT INVESTMENT AND EXPANSION

There are over 160 North Carolina cities and towns served by the natural gas utilities, which have a combined population in excess of 2,555,450. The natural gas companies continued their expansion of service by investing over $10 Million in plant facilities in 1974, as compared to $14 Million in 1973, and $18 Million in 1972. At December 31, 1974, their combined total gross investment for the State was $276,455,686. This represents an increase of 3.8% over 1973, and exceeds the 3.3% customer growth for the same period.

The large increase in plant investment during 1972 was primarily due to the installation of peaking facilities, and a large portion of the 1973 and 1974 plant investment was for the completion of these projects.

Public Service Gas Company has installed a propane air plant in Raleigh, North Carolina, completed in 1973, at an approximate cost of $1,000,000. This plant can produce 27,000 MCF's per day for a three-day period. During 1974, Public Service formed a wholly-owned subsidiary, Tar Heel Energy Corporation to engage in the business of oil and gas exploration and development. It was hoped this subsidiary would help bring additional gas supplies into North Carolina to help offset Transco's increased curtailments. Public Service also finalized plans for construction of a 174,000 barrel capacity liquefied natural gas storage tank in Cary, North Carolina, at an approximate cost of $11,400,000. The construction was started in 1975, and is scheduled for completion by late summer, 1976. This plant will be capable of producing at a rate up to 100,000,000 feet per day during peak winter months.

Piedmont Natural Gas Company has installed the first liquefied natural gas storage plant in this State, which is capable of producing 100,000 MCF's for a ten-day period. This plant, located near Charlotte, North Carolina, was completed and placed in service in April, 1973, at a cost of $8,233,000. In addition, Piedmont has expanded its liquefied petroleum gas peaking operation in Charlotte, North Carolina.

United Cities Gas Company and North Carolina Gas Service have also expanded their liquefied petroleum gas peaking operations, which are capable of delivering 3,200 MCF's and 3,380 MCF's respectively on a peak day for approximately three days.

The portion of investment funds not used for the above projects were used for transmission pipelines, distribution main extensions, meters, service lines, system improvements and replacements, and office and service buildings.

The gross investment by natural gas utilities for North Carolina and the percent increase for individual companies is shown below:

GROSS PLANT INVESTMENTS — YEAR-END DATA ($000's)
1963-1974

| | N.C. Natural Gas Co. | Pa. & Southern Gas Co. | Piedmont Natural Gas Co. | Public Serv. Co. of N.C. | United Cities Gas | Totals |
|---|---|---|---|---|---|---|
| 1963 | 29,325 | 2,338 | 45,175 | 37,293 | 672 | 114,803 |
| 1964 | 30,237 | 2,505 | 49,756 | 42,591 | 694 | 125,783 |
| 1965 | 31,136 | 2,730 | 55,621 | 48,008 | 705 | 138,200 |
| 1966 | 32,272 | 3,059 | 59,880 | 54,382 | 763 | 150,356 |
| 1967 | 34,353 | 3,360 | 65,384 | 61,963 | 922 | 165,982 |
| 1968 | 40,463 | 3,655 | 72,417 | 68,359 | 919 | 185,813 |
| 1969 | 44,597 | 3,876 | 79,287 | 74,799 | 1,001 | 203,560 |
| 1970 | 47,676 | 4,064 | 86,347 | 80,825 | 1,386 | 220,298 |
| 1971 | 51,691 | 4,366 | 89,675 | 86,047 | 1,623 | 233,402 |
| 1972 | 54,416 | 4,581 | 99,864 | 90,964 | 1,868 | 251,693 |
| 1973 | 56,571 | 4,792 | 107,031 | 95,663 | 2,070 | 266,127 |
| 1974 | 58,162 | 4,858 | 110,179 | 100,982 | 2,275 | 276,456 |
| Percent Increase (Decrease) 1974 over 1973 | 2.8% | 1.3% | 2.9% | 5.5% | 9.9% | 3.8% |

## GROWTH TRENDS — CUSTOMERS, REVENUES, AND MCF'S

### Regulated and Municipal Systems

The annual average number of natural gas utility customers increased by 3.3% in 1974. The natural gas industry is reasonably young and comparatively small in North Carolina, having been started during the 1950-1958 period, and this accounts particularly for the high growth rate in customers up through 1972. Figure No. 21 shows the customer growth for the years 1963 and 1968 through 1974 by major customer classification. Additional breakdown between industrial firm and interruptible customers is shown on the next page.

FIGURE NO. 21

GAS COMPANIES—CUSTOMER GROWTH BY CLASSES
(North Carolina Data Only—Annual Average Shown)
1963, 1968-1974

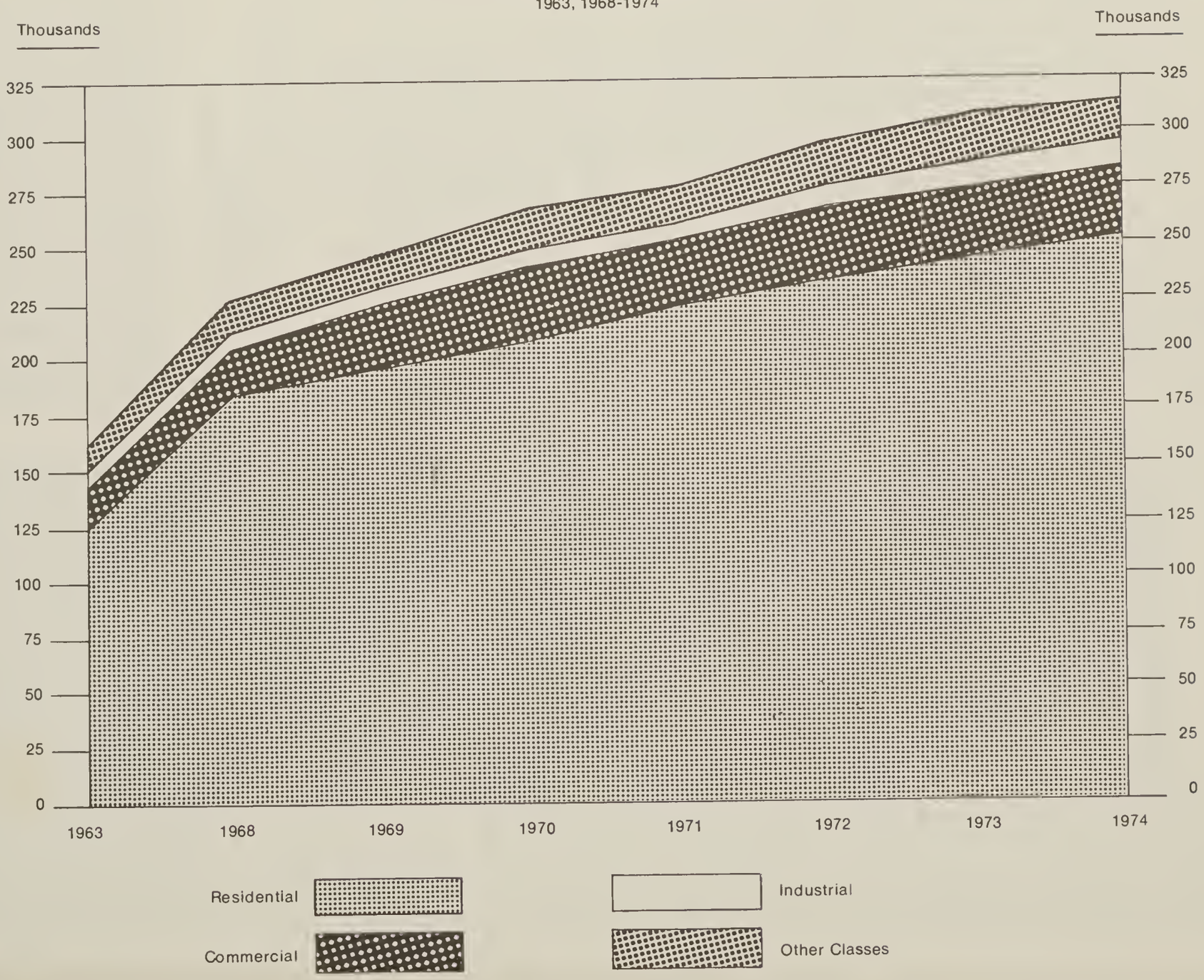


Figure No. 22 shows the total customer growth by regulated companies and municipal gas systems with total revenues and total volumes of gas sold in MCF's* for the years 1963, 1968, and 1972 through 1974. The regulated utility growth in customers in 1974 over 1973 was 3.3% as compared to the municipal's growth of .9% for the same period.

Revenues from the sale of gas increased in 1974 over 1973 for the regulated section by 7.9%, while the quantity of gas sold in terms of MCF's decreased 10.2%.

Due to increased cost of natural gas and lower volumes of gas for sale due to curtailment, the municipal revenues decreased by 5.2% and MCF sales decreased by 11.0%. The municipal data is for the fiscal year ended June 30th.

Figure No. 23 shows sales pattern of natural gas to ultimate type of consumers in million MCF's by the North Carolina regulated natural gas companies.

*Thousand cubic feet.

## CUSTOMERS BY CLASSIFICATION (ANNUAL AVERAGE) 1963-1974

| | Residential | Commercial | Industrial Firm | Industrial— Interruptible | Other Classes | Totals |
|---|---|---|---|---|---|---|
| 1963 | 125,435 | 17,470 | 1,069 | 592 | 13,387 | 157,953 |
| 1964 | 134,097 | 18,903 | 1,205 | 597 | 13,276 | 168,078 |
| 1965 | 145,080 | 20,613 | 1,264 | 596 | 17,834 | 185,387 |
| 1966 | 156,836 | 22,363 | 1,300 | 684 | 16,187 | 197,370 |
| 1967 | 169,127 | 24,241 | 1,353 | 754 | 15,639 | 211,114 |
| 1968 | 182,622 | 26,250 | 1,236 | 782 | 17,193 | 228,083 |
| 1969 | 196,570 | 28,918 | 1,471 | 1,154 | 18,580 | 246,693 |
| 1970 | 208,712 | 30,572 | 1,352 | 1,437 | 20,213 | 262,286 |
| 1971 | 220,941 | 31,834 | 1,354 | 1,566 | 20,435 | 276,138 |
| 1972 | 233,746 | 32,409 | 1,286 | 1,604 | 21,083 | 290,128 |
| 1973 | 242,405 | 33,245 | 1,235 | 1,609 | 21,645 | 300,139 |
| 1974 | 251,611 | 34,239 | 888 | 1,447 | 21,820 | 310,005 |
| Percent Increase (Decrease) 1974 over 1973 | 3.7% | 2.9% | (28.0%) | (10.0%) | .8% | 3.2% |

## RESIDENTIAL BILLS, USAGE, AND COST PER MCF: COMPARISONS

Rates for natural gas and its usage vary widely among companies and regions, rendering it extremely difficult to make meaningful comparisons. Some of the reasons for these variances are: (a) Price - distance from source of supply, dates pipelines were constructed, and investment costs to be recovered and capitalization to be serviced, historic rate structures of different companies, and ability of the distribution company to obtain a high system load factor* and thereby earn a lower rate on its purchased gas; (b) Usage - the percent relationship of space heating customers to total customers among companies and regions, weather conditions between companies and regions (a variance in temperature of a few degrees per day between areas can greatly affect the number of degree days), and the competitive relationship of natural gas to other energy sources such as fuel oil, electricity, and coal; (c) Saturation of Customers - i.e., the number of customers per mile of gas mains.

Some average annual usages and (MCF)** costs data for the North Carolina natural gas companies and seven (7) natural gas companies located in various sections of the United States are shown on Figure No. 24. The data indicates that North Carolina customers are somewhere in the middle range of the seven (7) companies shown. Due primarily to a generally mild climate, the North Carolina companies usage is lower than the national average. The cost per MCF is higher than the national average.

*Load factor is the ratio of actual use of a facility over a period of time to the use of which the facility was capable for the same period.

**One MCF represents about 1,040,000 BTU's in heating capacity as compared to 3,413 for a kilowatt hour, or 13,000 BTU's per pound of coal, or 140,000 BTU's per one gallon of No. 2 fuel oil.

## FIGURE NO. 22

### REGULATED AND MUNICIPAL GAS SYSTEMS

Number of Customers, Total Revenue from Sales of Gas and Total MCF's Sold
For the Years 1963, 1968, 1972-1974

| Regulated Utilities | Number of Customers—Yearly Average[1] (N. C. Data Only) 1963 | 1968 | 1972 | 1973 | 1974 | % Increase (Decrease) 1974 over 1973 |
|---|---|---|---|---|---|---|
| Class A & B | | | | | | |
| North Carolina Natural Gas[2] | 32,033 | 34,361 | 44,273 | 46,425 | 48,554 | 4.6 |
| North Carolina Gas Service, (Division of Pa. & Southern Gas Co.) | 3,750 | 6,607 | 7,828 | 8,025 | 8,165 | 1.7 |
| Piedmont Natural Gas Co., Inc.[3] | 75,735 | 104,360 | 128,948 | 132,803 | 136,148 | 2.5 |
| Public Service Co. of N. C. | 45,128 | 81,151 | 106,914 | 110,576 | 114,634 | 3.7 |
| United Cities Gas Co. | 1,281 | 1,604 | 2,165 | 2,310 | 2,504 | 8.4 |
| Total – Regulated Utilities | 157,927 | 228,083 | 290,128 | 300,139 | 310,005 | 3.3 |
| Municipals[4] | | | | | | |
| Bessemer City | 214 | 412 | 385 | 659 | 501 | (24.0) |
| Greenville, City of | 3,812 | 3,967 | 4,091 | 4,587 | 4,306 | (6.1) |
| King's Mountain, City of | 833 | 1,375 | 1,763 | 1,791 | 1,714 | (4.3) |
| Lexington, City of | 3,319 | 4,219 | 4,458 | 4,326 | 4,327 | –0– |
| Monroe, City of | 790 | 1,307 | 2,164 | 2,075 | 2,329 | 12.2 |
| Rocky Mount, City of | 3,534 | 4,437 | 6,254 | 6,775 | 7,224 | 6.6 |
| Shelby, City of | 2,354 | 3,221 | 3,837 | 3,849 | 3,823 | (.7) |
| Wilson, City of | 3,163 | 4,149 | 4,940 | 5,175 | 5,283 | 2.1 |
| Total Municipals | 18,019 | 23,087 | 27,892 | 29,237 | 29,507 | .9 |
| GRAND TOTALS—ALL GAS SYSTEMS | 175,946 | 251,170 | 318,020 | 329,376 | 339,512 | 3.1 |

[1] Public Housing Units counted as customers; amounts for Municipal Gas are year end figures.

[2] Includes data for Tidewater Natural Gas Co. which merged with N. C. Natural Gas Corp. effective 11-25-64.

[3] Includes data for Carolina, Natural Gas Corp. which merged with Piedmont Natural Gas Co., Inc. effective 7-31-68.

[4] Municipal Data for Fiscal Years ending June 30th.

## INDUSTRIAL SALES VOLUME — 1974

Industrial sales decreased from 90 million to 79 million in 1974 over 1973, for a decrease of 12.2%, with the total industrial sales of MCF's accounting for 62.9% of total MCF's sold in North Carolina by the regulated natural gas companies. In 1974, firm industrial sales increased 3.0% over 1973, and interruptible industrial sales decreased by 16.8% for the same period. These changes in industrial sales results from Commission policies designed to cope with the overall decrease in available natural gas supplies reflecting the curtailments imposed on the North Carolina distributing companies by the one major supplier, Transco.

See Figure No. 25 for a summary of natural gas MCF's sold, revenues, and customers by classification with percent of totals shown for industrial customers.

FIGURE NO. 22—Continued

REGULATED AND MUNICIPAL GAS SYSTEMS

Number of Customers, Total Revenue from Sales of Gas and Total MCF's Sold
For the Years 1963, 1968, 1972-1974

| Regulated Utilities | 1963 | Total Revenues from Sales of Gas (N. C. Data Only) 1968 | 1972 | 1973 | 1974 | % Increase (Decrease) 1974 over 1973 |
|---|---|---|---|---|---|---|
| Class A & B | | | | | | |
| North Carolina Natural Gas[1] | 10,285,000 | 15,023,542 | 31,983,649 | 32,935,420 | 33,925,937 | 3.0 |
| North Carolina Gas Service, (Div. of Pa. & Southern Gas Co.) | 1,134,000 | 1,960,704 | 2,540,676 | 2,789,197 | 2,905,516 | 4.2 |
| Piedmont Natural Gas Co., Inc.[2] | 19,285,300 | 31,246,279 | 46,782,951 | 48,505,760 | 54,015,585 | 11.4 |
| Public Service Co. of N. C. | 14,458,000 | 26,631,080 | 42,777,005 | 43,482,654 | 47,012,221 | 8.1 |
| United Cities Gas Co. | 323,829 | 518,186 | 1,162,411 | 1,105,939 | 1,150,587 | 4.0 |
| Total — Regulated Utilities | 45,486,129 | 75,379,791 | 125,246,692 | 128,818,970 | 139,009,846 | 7.9 |
| Municipals[3] | | | | | | |
| Bessemer City | 52,086 | 143,908 | 238,303 | 255,942 | 237,605 | (7.2) |
| Greenville, City of | 328,296 | 487,621 | 831,825 | 907,985 | 933,039 | 2.8 |
| King's Mountain, City of | 228,627 | 430,937 | 662,666 | 769,721 | 783,599 | 1.8 |
| Lexington, City of | 675,452 | 1,107,996 | 1,527,748 | 1,722,528 | 1,792,370 | 4.1 |
| Monroe, City of | 232,309 | 544,204 | 766,197 | 905,111 | 984,664 | 8.8 |
| Rocky Mount, City of | 792,239 | 1,067,623 | 1,843,859 | 2,658,016 | 2,139,247 | (19.5) |
| Shelby, City of | 1,095,770 | 1,560,156 | 1,984,403 | 2,168,382 | 2,118,505 | (2.3) |
| Wilson, City of | 605,453 | 743,083 | 981,883 | 1,160,214 | 1,013,544 | (12.6) |
| Total Municipals | 4,010,232 | 6,085,528 | 8,836,884 | 10,547,899 | 10,002,573 | (5.2) |
| GRAND TOTALS—ALL GAS SYSTEMS | 49,496,361 | 81,465,319 | 134,083,576 | 139,366,869 | 149,012,419 | 6.9 |

1 Includes data for Tidewater Natural Gas Co. which merged with N. C. Natural Gas Corp. effective 11-25-64
2 Includes data for Carolina Natural Gas Corp. which merged with Piedmont Natural Gas Co., Inc. effective 7-31-68
3 Municipal Data for years ending June 30th.

## THE COMMISSION AND OTHER AGENCIES — COPING WITH NATURAL GAS CURTAILMENTS

The year 1974 brought with it increased activity between the Gas Section of the Utilities Commission and other Federal and State Agencies.

The subject of a great deal of activity at all levels of government was the problems (both social and economic) caused by curtailment of Natural Gas.

Curtailments began in North Carolina (and elsewhere on the Transco system) during the winter of 1971-1972. During this period, each local gas distribution company, as a customer of Transco, was curtailed an equal proportionate amount (approximately 2% to 3%) under an interim, pro rata curtailment plan approved by the Federal Power Commission. This same plan was subsequently approved for use during the winter of 1972-1973, during which period the level of curtailment was approximately 8% to 10%. In 1972, when it became apparent that Transco's supplies would not, in the near future, be sufficient to meet its contractual obligations to its distribution company customers, the FPC instituted its Docket No. RP72-99 designed to determine a permanent curtailment plan for Transco.

In 1973, the Federal Power Commission ordered Transco to file a curtailment plan using the allocation methodology approved by the FPC in its prior Order #467-B. This Order (#467-B) was issued pursuant to a rulemaking procedure for the designation of priorities for the allocation of dwindling supplies of gas. This Order required the allocation of gas under priorities according to its "end-use" or the type of ultimate use to which the gas was put by the consumer. Transco did, in fact, file such a plan, but contended that the present pro rata plan then in use was the fairest method to all parties concerned. Transco petitioned the FPC to approve, in lieu of the 467-B end-use plan, the pro rata plan again on an interim basis for the winter of 1973-1974 pending final order of the Commission.

On November 15, 1973, one day before the onset of the winter heating season, the FPC announced that it would not approve the pro rata curtailment plan for the winter of 1973-1974. This decision and dis-

FIGURE NO. 22—Continued

REGULATED AND MUNICIPAL GAS SYSTEMS

Number of Customers, Total Revenue from Sales of Gas and Total MCF's Sold
For the Years 1963, 1968, 1972-1974

| Regulated Utilities | Total MCF'S Gas Sold (N. C. Data Only) | | | | | % Increase (Decrease) |
|---|---|---|---|---|---|---|
| | 1963 | 1968 | 1972 | 1973 | 1974 | 1974 over 1973 |
| Class A & B | | | | | | |
| North Carolina Natural Gas[1] | 16,316,603 | 23,698,375 | 45,735,009 | 43,586,286 | 37,194,093 | (14.7) |
| North Carolina Gas Service, (Div. of Pa. & Southern Gas Co.) | 1,553,304 | 3,146,229 | 3,241,111 | 3,066,480 | 2,708,145 | (11.7) |
| Piedmont Natural Gas Co., Inc.[2] | 22,630,460 | 39,718,022 | 52,045,689 | 48,143,016 | 44,456,191 | (7.7) |
| Public Service Co. of N. C. | 18,368,678 | 35,621,163 | 43,502,276 | 43,527,018 | 39,868,023 | (8.4) |
| United Cities Gas Co. | 331,980 | 579,318 | 1,470,351 | 1,233,896 | 1,082,891 | (12.2) |
| Total — Regulated Utilities | 59,201,025 | 102,763,107 | 145,994,436 | 139,556,696 | 125,309,343 | (10.2) |
| Municipals[3] | | | | | | |
| Bessemer City | 60,613 | 203,426 | 313,133 | 350,791 | 299,958 | (14.5) |
| Greenville, City of | 275,206 | 375,283 | 905,446 | 848,400 | 740,143 | (12.8) |
| King's Mountain, City of | 263,024 | 626,469 | 876,351 | 1,070,665 | 1,054,089 | (1.5) |
| Lexington, City of | 845,445 | 1,465,809 | 2,125,998 | 2,338,300 | 2,382,122 | 1.9 |
| Monroe, City of | 136,971 | 587,820 | 787,065 | 829,379 | 845,791 | 2.0 |
| Rocky Mount, City of | 1,177,080 | 1,119,209 | 1,818,641 | 2,279,013 | 1,634,794 | (28.3) |
| Shelby, City of | 2,089,995 | 3,398,224 | 3,566,510 | 3,736,311 | 3,305,921 | (11.5) |
| Wilson, City of | 755,667 | 624,060 | 708,185 | 807,663 | 643,934 | (20.3) |
| Total Municipals | 5,604,001 | 8,400,300 | 11,101,329 | 12,260,522 | 10,906,752 | (11.0) |
| GRAND TOTALS—ALL GAS SYSTEMS | 64,805,026 | 111,163,407 | 157,095,765 | 151,817,218 | 136,216,095 | (10.3) |

[1] Includes data for Tidewater Natural Gas Co. which merged with N. C. Natural Gas Corp. effective 11-25-64.

[2] Includes data for Carolina Natural Gas Corp. which merged with Piedmont Natural Gas Co., Inc. effective 7-31-68.

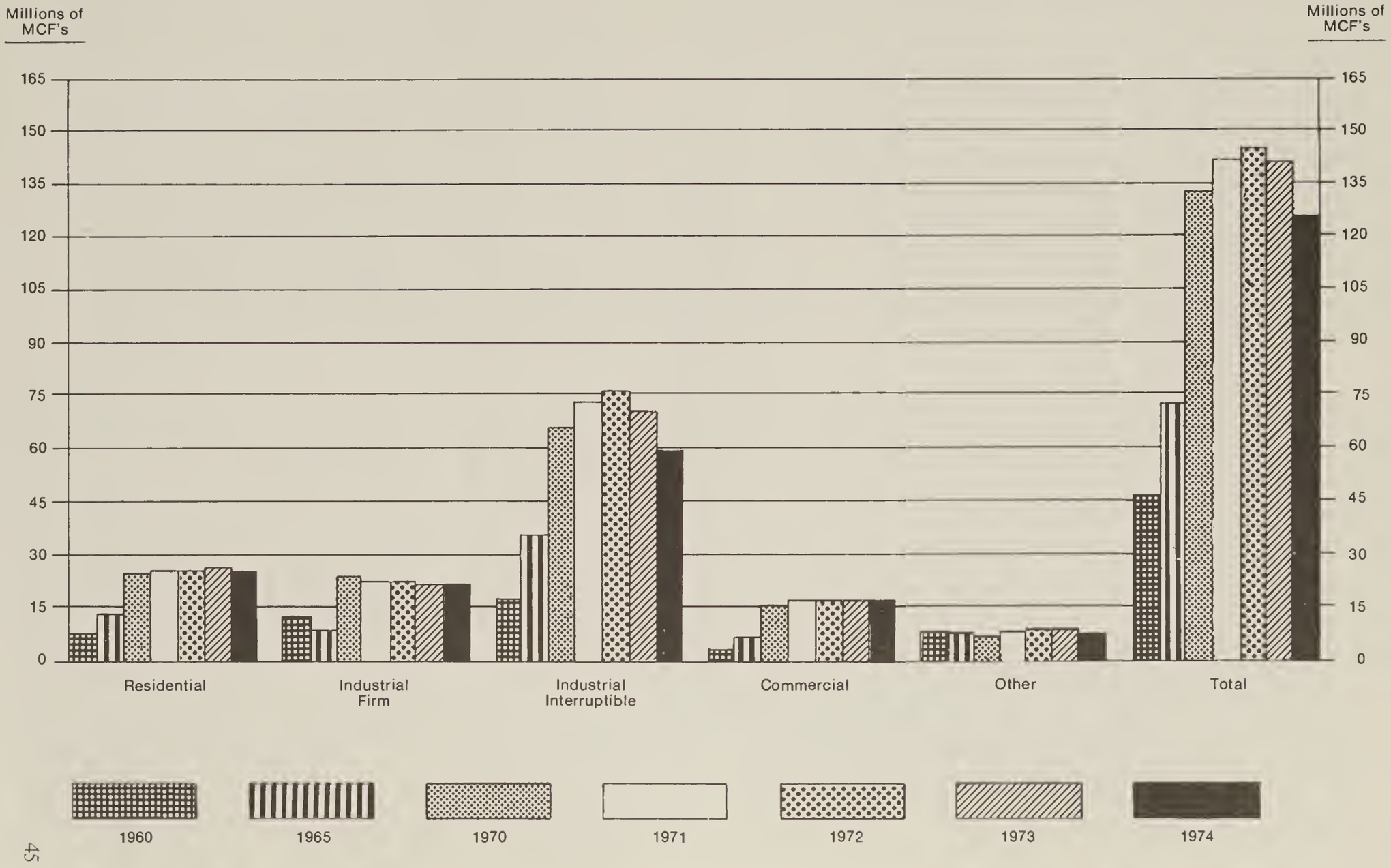
[3] Municipal Data for years ending June 30th.

approval of the pro rata plan on an interim basis had the effect of requiring the immediate implementation of the 467-B end-use plan. Under the pro rata plan then in effect, North Carolina anticipated a 1973-1974 winter curtailment of 16%; under the 467-B end-use plan, the anticipated curtailment was between 27% and 30%. At the time of this decision, the FPC had conducted no evidentiary hearings with respect to either a permanent curtailment plan for Transco or the effect of the application of its 467-B end-use allocation order upon Transco's customers. Upon receipt of this decision, the State of North Carolina and the North Carolina Utilities Commission immediately gave notice of appeal to and applied for a Stay Order from the United States Court of Appeals for the District of Columbia Circuit, one major ground of the appeal and application for a Stay Order being the failure of the FPC to hold any evidentiary hearing prior to its decision to implement the end-use plan over the objection of Transco and the majority of its customers. The Circuit Court of Appeals, for this reason, allowed the requested Stay Order and the pro rata plan remained in effect during the winter of 1973-1974.

In the spring of 1974, the FPC held formal hearings on the subject of a permanent curtailment plan for Transco. Following the close of these hearings, Transco and its customers entered into a series of

## FIGURE NO. 23

GAS COMPANY ENERGY SALES BY CLASSES OF ULTIMATE CONSUMERS
(Millions of MCF's—North Carolina Data Only)
1960, 1965, 1970-1974



## FIGURE NO. 24

RESIDENTIAL NATURAL GAS CUSTOMERS AVERAGE
ANNUAL USAGE AND COST DATA (MCF)
N. C. and Selected Gas Companies Outside N. C.
For the Years 1963, 1968, 1972-1974

| Company | Use-MCF | | | | | Rate Per MCF | | | | | Total Cost | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1963 | 1968 | 1972 | 1973 | 1974 | 1963 | 1968 | 1972 | 1973 | 1974 | 1963 | 1968 | 1972 | 1973 | 1974 |
| N. C. Gas Companies (N. C. Data Only) | | | | | | | | | | | | | | | |
| N. C. Natural Gas Corp[1] | 60 | 84 | 86 | 86 | 76 | 1.76¢ | 1.57¢ | 1.66¢ | 1.68¢ | 1.77¢ | $105.60 | $131.88 | $142.76 | $144.48 | $134.52 |
| Pa. & Southern Gas Co. | 132 | 132 | 136 | 131 | 117 | 1.17 | 1.00 | 1.14 | 1.24 | 1.35 | 154.44 | 132.00 | 155.04 | 162.44 | 157.95 |
| Piedmont Natural Gas, Inc.[2] | 91 | 117 | 112 | 108 | 97 | 1.43 | 1.24 | 1.37 | 1.46 | 1.63 | 130.13 | 145.08 | 153.44 | 157.68 | 158.11 |
| Public Service Co. of N. C., Inc. | 93 | 99 | 111 | 108 | 98 | 1.51 | 1.39 | 1.54 | 1.58 | 1.77 | 140.43 | 137.61 | 170.94 | 170.64 | 173.46 |
| United Cities Gas Co. | 67 | 88 | 96 | 93 | 83 | 1.78 | 1.54 | 1.77 | 1.81 | 1.92 | 119.26 | 135.52 | 169.92 | 168.33 | 159.36 |
| Weighted Average | 84 | 106 | 108 | 105 | 95 | 1.48¢ | 1.32¢ | 1.50¢ | 1.57¢ | 1.69¢ | $124.32 | $139.92 | $162.00 | $164.85 | $160.55 |
| Gas Co.'s Outside N. C. (Systemwide Data)[3] | | | | | | | | | | | | | | | |
| Alabama Gas Co. | 104 | 116 | 98 | 109 | 89 | 1.16¢ | 1.07¢ | 1.37¢ | 1.34¢ | 1.49¢ | $120.64 | $124.12 | $134.26 | $146.06 | $132.61 |
| Arkansas Western Gas Co. | 126 | 136 | 128 | 126 | 117 | .70 | .74 | .84 | .91 | 1.10 | 88.20 | 100.64 | 107.52 | 114.66 | 128.70 |
| Indiana Gas Co. | N.Apl. | 160 | 155 | 161 | 137 | N.Apl. | .90 | 1.14 | 1.21 | 1.30 | N.Apl. | 144.00 | 176.70 | 194.81 | 178.10 |
| Fall River Gas Co. | 74 | 88 | 96 | 90 | 90 | 1.89 | 1.79 | 2.21 | 2.19 | 2.80 | 139.86 | 157.52 | 212.16 | 197.10 | 252.00 |
| Haverhill Gas Co. | 78 | 103 | 103 | 97 | 96 | 1.83 | 1.75 | 2.13 | 2.35 | 2.64 | 142.74 | 180.25 | 219.39 | 227.95 | 253.44 |
| Mississippi Valley Gas Co. | 98 | 102 | 89 | 104 | 83 | .84 | .83 | 1.06 | 1.05 | 1.21 | 82.32 | 84.66 | 94.34 | 109.20 | 100.43 |
| Washington Natural Gas Co. | 101 | 114 | 136 | 125 | 127 | 1.38 | 1.26 | 1.46 | 1.51 | 1.70 | 139.38 | 143.64 | 198.56 | 188.75 | 215.90 |
| National Average[4] | 113 | 124 | 131 | 125 | 120 | 1.00¢ | 1.00¢ | 1.09¢ | 1.25¢ | 1.42¢ | $113.00 | $124.00 | $137.34 | $156.25 | $170.40 |

[1]N. C. Natural merged with Tidewater effective 11-25-64. Figures for 1964 and prior for Tidewater are included in N. C. Natural Gas Co.

[2]Carolina Natural merged with Piedmont effective 7-31-68. All figures of Carolina for prior years are included in Piedmont.

[3]Source: Company Annual Stockholder Reports.

[4]Source: Gas Facts-1974 Edition.

N.Apl. Not Applicable.

## FIGURE NO. 25

SUMMARY OF NATURAL GAS SALES OF MCF's, REVENUES AND CUSTOMERS
BY CLASSIFICATION, WITH PERCENT OF TOTALS SHOWN FOR
INDUSTRIAL CUSTOMERS (N. C. Data Only)
Calendar Years 1970-1974

| Sales - M.C.F.'s | 1970 | % of Total | 1971 | % of Total | 1972 | % of Total | 1973 | % of Total | 1974 | % of Total |
|---|---|---|---|---|---|---|---|---|---|---|
| Residential | 23,687,119 | 17.8 | 25,024,264 | 17.7 | 25,367,778 | 17.4 | 25,578,510 | 18.3 | 23,797,505 | 19.0 |
| Commercial | 14,888,679 | 11.2 | 16,038,916 | 11.4 | 15,665,431 | 10.7 | 15,909,253 | 11.4 | 15,751,725 | 12.6 |
| Other | 6,344,318 | 4.8 | 7,182,043 | 5.1 | 7,863,259 | 5.4 | 8,072,083 | 5.8 | 6,882,759 | 5.5 |
| Total | 44,920,116 | 33.8 | 48,245,223 | 34.2 | 48,896,468 | 33.5 | 49,559,846 | 35.5 | 46,431,989 | 37.1 |
| Industrial—Firm | 22,537,304 | 16.9 | 20,528,490 | 14.5 | 20,653,074 | 14.1 | 20,042,189 | 14.4 | 20,641,411 | 16.5 |
| Industrial - Interruptible | 65,586,136 | 49.3 | 72,541,235 | 51.3 | 76,444,894 | 52.4 | 69,954,661 | 50.1 | 58,235,943 | 46.4 |
| Total Industrial | 88,123,440 | 66.2 | 93,069,725 | 65.8 | 97,097,968 | 66.5 | 89,996,850 | 64.5 | 78,877,354 | 62.9 |
| Total Sales - M.C.F.'s | 133,043,556 | 100.0 | 141,314,948 | 100.0 | 145,994,436 | 100.0 | 139,556,696 | 100.0 | 125,309,343 | 100.0 |
| **Revenues** | | | | | | | | | | |
| Residential | $31,216,710 | 31.7 | $34,189,042 | 30.1 | $36,999,378 | 29.5 | $39,040,457 | 30.3 | $40,300,758 | 29.7 |
| Commercial | 16,294,988 | 16.5 | 18,194,235 | 16.1 | 19,038,889 | 15.2 | 20,279,969 | 15.8 | 22,046,975 | 16.3 |
| Other | 6,285,634 | 6.4 | 8,545,246 | 7.5 | 8,909,317 | 7.0 | 7,468,890 | 5.8 | 3,077,301 | 2.3 |
| Total | 53,797,332 | 54.6 | 60,928,523 | 53.7 | 64,947,584 | 51.7 | 66,789,316 | 51.9 | 65,425,034 | 48.3 |
| Industrial - Firm | 13,828,163 | 14.0 | 18,768,972 | 16.5 | 20,476,737 | 16.3 | 20,873,102 | 16.2 | 27,966,159 | 20.6 |
| Industrial - Interruptible | 30,891,712 | 31.4 | 33,808,455 | 29.8 | 40,179,344 | 32.0 | 41,035,594 | 31.9 | 42,157,322 | 31.1 |
| Total Industrial | 44,719,875 | 45.4 | 52,577,427 | 46.3 | 60,656,081 | 48.3 | 61,908,696 | 48.1 | 70,123,481 | 51.7 |
| Total Revenues | $98,517,207 | 100.0 | $113,505,950 | 100.0 | $125,603,665 | 100.0 | $128,698,012 | 100.0 | $135,548,515 | 100.0 |
| **Customers (Annual Average)** | | | | | | | | | | |
| Residential | 208,712 | 79.6 | 220,941 | 80.0 | 233,746 | 80.6 | 242,405 | 80.8 | 251,611 | 81.2 |
| Commercial | 30,572 | 11.7 | 31,834 | 11.5 | 32,409 | 11.2 | 33,245 | 11.1 | 34,239 | 11.0 |
| Other | 20,213 | 7.7 | 20,443 | 7.4 | 21,083 | 7.2 | 21,645 | 7.2 | 21,820 | 7.0 |
| Total | 259,497 | 99.0 | 273,218 | 98.9 | 287,238 | 99.0 | 297,295 | 99.1 | 307,670 | 99.2 |
| Industrial - Firm | 1,352 | .5 | 1,354 | .5 | 1,286 | .4 | 1,235 | .4 | 888 | .3 |
| Industrial - Interruptible | 1,437 | .5 | 1,566 | .6 | 1,604 | .6 | 1,609 | .5 | 1,447 | .5 |
| Total Industrial | 2,789 | 1.0 | 2,920 | 1.1 | 2,890 | 1.0 | 2,844 | .9 | 2,335 | .8 |
| Total Customers | 262,286 | 100.0 | 276,138 | 100.0 | 290,128 | 100.0 | 300,139 | 100.0 | 310,005 | 100.0 |

settlement negotiations. Following these negotiations, the parties to this permanent curtailment plan proceeding (Docket No. RP72-99) presented to the FPC a "Settlement Plan" and urged its adoption. This "Settlement Plan" would have allocated volumes of gas based 50% on pro rata and 50% on end-use under 467-B. Those companies which gave up volumes of gas (i.e. agreed to take lesser volumes than they would have received under the pro rata plan) were to receive "compensation" for their lost revenues from the companies which received such gas.

The FPC refused to accept this "Settlement Plan" which was unanimously supported by Transco's customers. Again, the State of North Carolina found it necessary to appeal from the FPC's decision in order to protect an everdwindling supply of natural gas to our industries and to protect the financial integrity of North Carolina's gas distribution companies. We were joined in this appeal by other parties to this case. Again, the Court agreed with our position and remanded the case to the FPC for its further consideration. During the winter of 1974, the "Settlement Plan" was used with the "compensation" funds being held in escrow.

Notwithstanding the implementation of this "Settlement Plan" for the 1974-1975 winter, during the month of December, 1974, Transco announced and placed into effect a series of three volume decreases in its supply of gas to our distribution companies. The total of these decreases throughout Transco's system was approximately 15 billion cubic feet with North Carolina's share of that loss amounting to approximately 46%. This severely reduced the amount of gas that North Carolina had been led to believe and had assumed would be available during that winter season. Pursuant to petitions for investigation and emergency relief filed immediately by the State of North Carolina, the City of Danville, Virginia, and others, the FPC conducted hearings into the propriety of these volume decreases by Transco which it alleged were prompted by the shutdown of wells by its producer-suppliers for repairs and maintenance. Shortly after these hearings began, additional gas was made available to North Carolina. During the interim, however, all production was lost at the vitally important Farmers Chemical Corporation plant in Tunis, North Carolina, one of the largest nitrogen fertilizer plants in the Southeastern United States and the principal supplier of North Carolina and parts of Virginia, South Carolina, and Georgia. This investigation by the FPC was expanded beyond the questions initially raised by North Carolina and the other petitioners to include Transco's total supply capabilities under its existing arrangements with its producer-suppliers.

The investigation was completed in the latter part of 1975, with the resulting conclusions that there was no effort or conspiracy on the part of Transco's producer-suppliers to withhold or conceal natural gas volumes from the market.

## REVISION OF NATURAL GAS PRIORITY SYSTEM

With the deepening curtailment for 1974 of approximately 31%, the Commission scheduled additional hearings in Docket No. G-100, Sub 18, "Rulemaking Proceeding for Curtailment of Gas Service due to Gas Supply Shortage," to determine the necessity for adopting a new curtailment priority system. As a result of the hearing on September 4, 1974, the Commission on September 20, 1974, issued an Order in Docket No. G-100, Sub 18, setting forth Revised Rule R6-19.2 which adopted a new set of priorities for curtailment of service to natural gas users in North Carolina. This new priority system established that in the event gas was unavailable for all customer requirements, the North Carolina natural gas distributing companies would curtail their customers in accordance with Revised Commission Rule R6-19.2. These revised curtailment priorities were designed to first curtail interruptible industrial customers, then firm industrial customers, followed by small commercial and residential customers.

In addition, the Commission's Order of September 20, 1974, stated that in this period of energy shortage it was imperative that all natural gas consumers conserve and limit their use to basic and essential purposes. The Commission required that the mandatory 15% conservation by all natural gas users ordered in 1973 remain in effect until modified upward or downward, or abolished by further Commission Order.

In 1974 the Gas Section participated as active members on numerous task forces formed to study the effects of curtailment, rate-making, and many other facets of the Natural Gas Industry. Some of the agencies the Gas Section has and continues to work with are the FPC, FEA, NARUC (National Association of Regulatory Utilities Commissioners), DOT, (Pipeline Safety), and the State Energy Office. It is anticipated that activities with all of these participants will increase in the upcoming year.

## GENERAL RATE CASE ACTIVITY

A portion of the revenue increase in 1974 over 1973 reflects the general rate increases approved by the Commission for the following companies:

| Company | Docket Number | Amount Requested | Amount Approved | Effective Date of Increase |
|---|---|---|---|---|
| N.C. Gas Service (Pa. & Southern) | G-3, Sub 58 | $ 568,000 | $ 187,000* | 7-11-74 |
| Piedmont Natural Gas Co., Inc. | G-9, Sub 131 | $4,806,000 | $4,806,000 | 12-12-74 |
| Public Service Co., of N.C., Inc. | G-5, Sub 102 | $5,128,000 | $3,449,000** (Interim) | 6-12-74 |
| | | | $1,679,000 (Undertaking) | 11-18-74 |

*This proceeding was heard in September, 1974, and Commission issued its Order on January 3, 1975, approving increase to $385,417.

**This proceeding was heard in November, 1974, and Commission issued its Order on February 13, 1975, approving no more than $4,184,000 in this docket and requiring a refund to customers for the difference between rates collected and rates approved ($944,000), which Public Service had already placed in effect.

## INCREASED COST OF GAS TRACKING ACTIVITY

Pursuant to authority granted to the Utilities Commission in G. S. 62-133 by the 1971 General Assembly, the Commission, in Docket No. G-100, Sub 14, established procedures under which gas companies in North Carolina could pass on to its customers wholesale increases in the cost of gas to them by their pipeline suppliers. This tracking authority reduced the amount and number of general rate cases filed with the Commission in 1972, 1973, and 1974.

During 1974 Transco's demand charges increased by 69¢ per MCF and its commodity costs increased by 8.9¢ per MCF. In addition, Carolina Pipeline Company, who supplies Piedmont Natural Gas Company, Inc., had an increase of 20¢ per MCF in their demand cost and a 4.36¢ per MCF increase in commodity charges. These increases resulted in estimated increases on 1974 purchased volumes as follows:

### GAS TRACKING INCREASES APPROVED

| Company | Docket Number | Estimated Amount Approved | Firm Per MCF | Interruptible Per MCF |
|---|---|---|---|---|
| N.C. Gas Service (Pa. & Southern) | G-3, Subs 57, 60, & 61 | $ 236,045 | 7.914¢ | 7.914¢ |
| N.C. Natural Gas Corporation | G-21, Subs 115,120,&123 | $ 2,524,816 | 8.86¢ | 8.86¢ |
| Piedmont Natural Gas Co., Inc. | G-9, Subs 125 130,134,135, & 137 | $ 4,020,977 | 10.133¢ | 9.481¢ |
| Public Service Co. of N.C., Inc. | G-5, Subs 101, 104, & 105 | $ 3,371,018 | 8.86¢ | 8.86¢ |
| United Cities Gas Company | G-1, Subs 42, 44, 45, 46, & 48 | $ 122,915 | 12.90¢ | 12.90¢ |
| *TOTAL* | | $10,275,771 | | |

### INDUSTRIAL GAS TRACKING INCREASES APPROVED

| Company | Docket Number | Estimated Amount Approved | Per MCF |
|---|---|---|---|
| N. C. Natural | G-21, Subs 110, 111, 116, 117, 121, & 122 | $872,827 | 11.084¢ |

The tracking proceedings under which these passons are allowed involves filing of data by gas utilities essentially in the same format as filing for general rate proceedings. This data is reviewed and analyzed by both the Commission Engineering and Accounting staffs, and because of the frequency of the filings during both 1973 and 1974, each year consumed an equivalent of 6-man months staff time from the Engineering and Accounting Divisions.

## NATURAL GAS PIPELINE SAFETY

On August 12, 1968, the United States Congress passed Public Law 90-481, better known as the Natural Gas Pipeline Safety Act of 1968. This Act authorized the secretary of transportation to administer this law, develop standards, and regulate enforcement of such standards for the design, installation, inspection, testing, construction, extension, operation, replacement and maintenance of pipeline facilities. Section 5A of this Act authorized each state to regulate these minimum standards through certification to the secretary of transportation providing certain provisions were met by each state.

In the 1967 Session of Laws, the North Carolina Legislature enacted Section 62-50 (Safety Standards of Interstate and Intrastate Natural Gas Pipelines) into the General Statutes to become effective January 1, 1968. In the 1969 Legislature, an amendment was added to Section 62-50 of the General Statutes which authorized the North Carolina Utilities Commission to administer a state program pertaining to the design, installation, inspection, testing, construction, extension, operation, replacement, and maintenance of pipeline facilities used to transport natural gas in North Carolina.

The Gas Section of the Engineering Division of the North Carolina Utilities Commission has been given the responsibility of developing and implementing this program. Section 62-50 of the North Carolina General Statutes is far reaching and effects directly or indirectly all persons who distribute or use natural gas in North Carolina.

The procedures and standards adopted by the North Carolina Utilities Commission as authorized under Section 62-50 is known as the North Carolina Gas Pipeline Safety Code. This Code is a mandatory requirement under state law and noncompliance by any persons engaged in the transportation of gas or who owns or operates pipeline facilities is subject to a civil penalty not to exceed $1,000 per each violation for each day that such violation persist except that the maximum civil penalty shall not exceed $200,000 for any related series of violations. The law also provides authority for the Commission to file suit to restrain violations of the Code including the restraint of transportation of gas for the operation of the pipeline facility.

The North Carolina Gas Pipeline Safety Code is comprised of two basic sections being Part 191 (report of leaks) and Part 192 (Minimum Federal Safety Standards). In order to comply with the certification to the Secretary of Transportation, the Commission must adopt as part of its Code all Minimum Federal Safety Standards under Part 192, but if deemed necessary, may implement more stringent safety standards than the Minimum Federal Safety Standards.

There are five major gas utilities in North Carolina along with eight municipal gas systems which com-

prise some 175 individual distribution systems which are monitored for compliance with the North Carolina Gas Pipeline Safety Code. Connecting and within these systems are 1,717 miles of transmission mains and 9,057 miles of distribution mains. During 1974, there were 24 major inspections of the natural gas facilities. These inspections revealed 51 items of noncompliance and during the year, 24 items had been corrected. Of the remaining items in noncompliance, the Commission receives a monthly status report on the deficiencies until such time as all items are brought into full compliance with the Code. In addition, the staff monitors the progress of the companies by reinspections of these systems throughout the year.

In 1974 the Gas Section, Engineering Division of the North Carolina Utilities Commission was able to increase its staff to one full-time and three part-time engineers who are now working toward enforcement of the North Carolina Safety Code. During 1974, this staff traveled approximately 10,000 miles in determining if the natural gas facilities in North Carolina were in compliance with the safety code. Emphasis was placed on leak surveys, cathodic protection, annual inspection and maintenance, emergency plans and the maximum allowable operating pressure of the gas systems.

The cost of conducting this pipeline safety program for 1974 was $50,586 of which $25,293, or 50%, was reimbursed to the Commission by the United States Department of Commerce, Department of Transportation.

## STATISTICAL SUMMARY DATA

The disposition of the gas companies' revenue dollar for 1973 over 1974 is shown on Figure No. 26. The cost of purchased gas required in 1974 over 1973, 2.2 cents less of each revenue dollar, interest and other deductions required .5 cent less. Other operating expenses increased .2 cent for each revenue dollar over 1973, as did depreciation by .1 cent, income taxes by 1.7 cents, and retained earnings by .7 cent. General taxes and dividends remained the same.

Gross operating revenues increased in 1974 over 1973 by 8.4% reaching a total of almost $140 Million.

Operating expenses also increased in 1974 over 1973 by 7.5% increasing the net operating revenue to 14.4% for the same period.

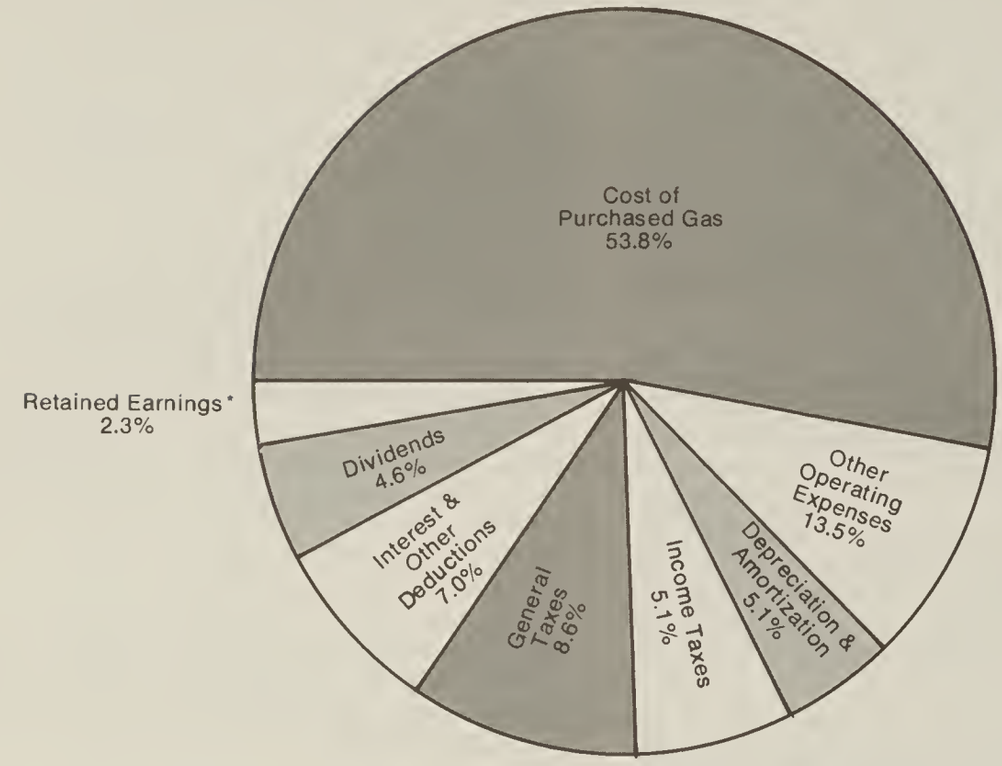
Interest on long-term debt decreased 1.7% for 1974. Net income showed an increase of 18.8% over 1973, equivalent to $1,691,367. Earnings per common share outstanding increased in 1974 over 1973 from $1.56 to $1.70, while the number of common shares outstanding increased by 3.6% for the same period.

Average number of full-time employees increased in 1974 over 1973 by 6, and total wages paid these 1,851 employees increased by .3% to $17,093,926. See Figure No. 27 for additional financial and operating statistical data.

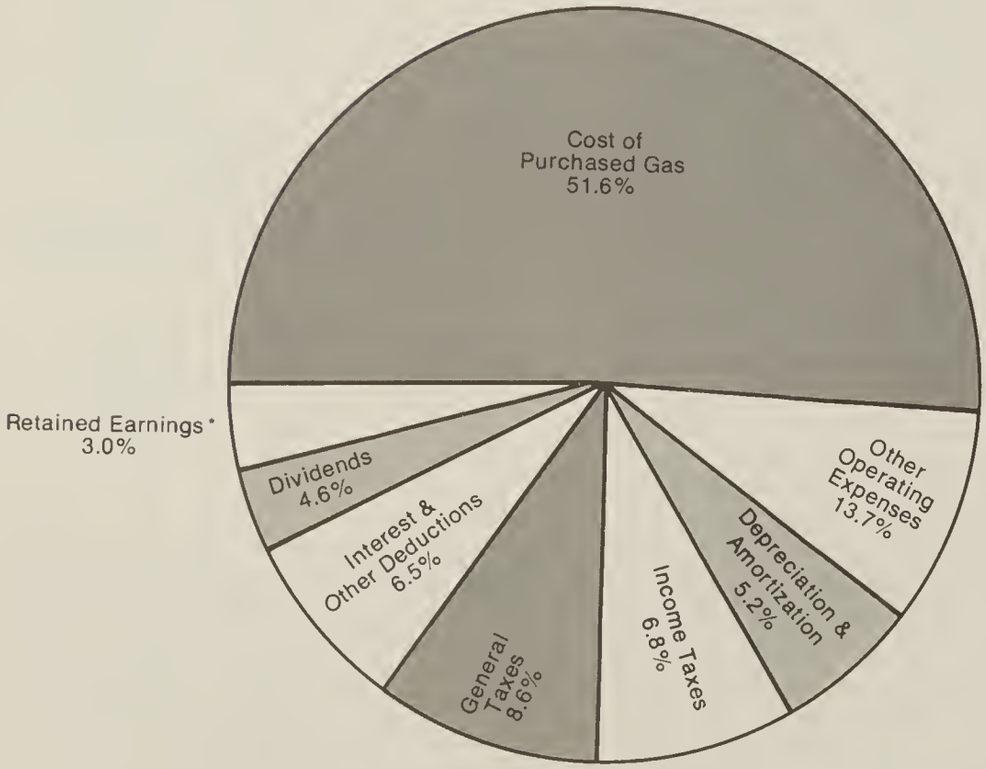
## FIGURE NO. 26

DISPOSITION OF THE REVENUE DOLLAR
GAS COMPANIES
NORTH CAROLINA DATA ONLY

December 31, 1973




December 31, 1974




TOTAL REVENUES—100%

* Retained Earnings and Dividends per revenue dollar have no relation to the rate of return earned on investment.

## FIGURE NO. 27

GAS COMPANIES—CLASSES A & B
SUMMARY OF SELECTED INCOME AND EXPENSES, BALANCE SHEET
AND CUSTOMER STATISTICS FOR THE CALENDAR YEARS
1960, 1965, 1970, 1973 & 1974

(N. C. Data Except as Noted)

| Item | 1960 | 1965 | 1970 | 1973 | 1974 | % Change—More (Less) 1973-1974 |
|---|---|---|---|---|---|---|
| Number of Companies Regulated | 8 | 7 | 5 | 5 | 5 | |
| Number Included in this Data | 8 | 7 | 5 | 5 | 5 | |
| Income Items: | | | | | | |
| Sales Residential | | | | $ 39,040,457 | $ 40,300,758 | 3.2 |
| Commercial | | | | 20,279,969 | 22,046,975 | 8.7 |
| Industrial Firm | | | | 20,873,102 | 27,966,159 | 34.0 |
| Industrial Interruptible | | | | 41,035,594 | 42,157,322 | 2.7 |
| Other | | | | 7,589,848 | 6,538,632 | (13.9) |
| Total Sales of Gas | $31,229,718 | $ 52,112,221 | $ 98,357,745 | $128,818,970 | $139,009,846 | 7.9 |
| Other Operating Revenue | 213,920 | 325,333 | 159,462 | (120,958) | 525,191 | —0— |
| Total Gas Operating Revenue | $31,443,638 | $ 52,437,554 | $ 98,517,207 | $128,698,012 | $139,535,037 | 8.4 |
| Expense Items: | | | | | | |
| Natural Gas Purchased | $16,285,872 | $ 25,925,843 | $ 51,628,398 | $ 70,002,713 | $ 72,330,279 | 3.3 |
| Production Expense | | | | 32,210 | 159,646 | —0— |
| Regulatory Commission Expense | | | | 79,111 | 62,336 | (21.2) |
| Sales Promotion | | | | 1,719,307 | 1,550,288 | (9.8) |
| Maintenance and Repair | 708,677 | 959,679 | 1,909,047 | 2,739,069 | 3,108,863 | 13.5 |
| Depreciation and Amortization | 1,949,108 | 3,463,046 | 5,152,810 | 6,616,939 | 7,267,175 | 9.8 |
| Other Expense | 4,532,730 | 6,730,584 | 11,687,906 | 13,040,078 | 14,286,806 | 9.6 |
| Total Operating Expense Before Taxes | $23,476,387 | $ 37,079,152 | $ 70,378,161 | $ 94,229,427 | $ 98,765,393 | 4.8 |
| State Taxes: | | | | | | |
| Income Taxes | $ 235,114 | $ 337,285 | $ 655,505 | $ 752,367 | $ 932,645 | 24.0 |
| Gross Receipts Taxes | | | | 7,717,931 | 8,468,806 | 9.7 |
| Property | 2,333,803 | 4,490,322 | 8,288,578 | 2,687,661 | 2,731,215 | 1.6 |
| Other Operating Taxes | | | | 53,617 | 68,889 | 28.5 |
| Total State Taxes | $ 2,568,917 | $ 4,827,607 | $ 8,944,083 | $ 11,211,576 | $ 12,201,555 | 8.8 |
| Federal Taxes: | | | | | | |
| Income Taxes | $ 2,001,923 | $ 2,539,403 | $ 4,512,121 | $ 5,158,507 | $ 6,495,573 | 25.9 |
| Prov. for Deferred Income Taxes | | | | 1,001,619 | 1,977,806 | 97.5 |
| Income Taxes Deferred in Prior Years | | | | (13,100) | (13,100) | —0— |
| Investment Tax Credits | | | | (299,379) | 150,903 | —0— |
| Payroll O.A.B. & Unemployment | | | | 674,333 | 808,188 | 19.8 |
| Other Federal Taxes | 147,660 | 199,736 | 1,117,481 | | | |
| Total Federal Taxes | $ 2,149,583 | $ 2,739,139 | $ 5,629,602 | $ 6,521,980 | $ 9,419,370 | 44.4 |
| Total State and Federal Taxes | $ 4,718,500 | $ 7,566,746 | $ 14,573,685 | $ 17,733,556 | $ 21,620,925 | 21.9 |
| Total Operating Expense | $28,194,887 | $ 44,645,898 | $ 84,951,846 | $111,962,983 | $120,386,318 | 7.5 |
| Net Operating Revenue | $ 3,248,751 | $ 7,791,656 | $ 13,565,361 | $ 16,735,029 | $ 19,148,719 | 14.4 |
| Other Income and Expenses: | | | | | | |
| Other Income | $ 178,767 | $ 234,044 | $ 1,002,976 | $ 1,035,321 | $ 714,767 | (31.0) |
| Allow. For Funds Used During Construction | | | | 350,269 | 157,436 | (55.1) |
| Deductions From Income | | | | 76,777 | 157,009 | 104.5 |
| Total Other Income and Expenses | $ 178,767 | $ 234,044 | $ 1,002,976 | $ 1,308,813 | $ 715,194 | (45.4) |
| Fixed Charges: | | | | | | |
| Interest on Funded Debt | $ 2,610,685 | $ 3,878,806 | $ 6,427,600 | $ 8,239,325 | $ 8,099,887 | (1.7) |
| Other Fixed Charges | 301,084 | 152,784 | 1,359,063 | 823,951 | 1,092,093 | 32.5 |
| Total Fixed Charges | $ 2,911,769 | $ 4,031,590 | $ 7,786,663 | $ 9,063,276 | $ 9,191,980 | 1.4 |
| Net Income | $ 515,749 | $ 3,994,110 | $ 6,781,674 | $ 8,980,566 | $ 10,671,933 | 18.8 |
| Balance Sheet Items (N. C. Only) | | | | | | |
| Utility Plant in Service | $84,126,437 | $138,297,448 | $220,298,431 | $264,245,692 | $273,010,139 | 3.3 |
| Depreciation Reserve | 8,133,669 | 22,092,714 | 41,397,242 | 57,133,911 | 63,793,859 | 11.7 |
| Net Plant in Service | $75,992,768 | $116,204,734 | $178,901,189 | $207,111,781 | $209,216,280 | 1.0 |
| Leased to Others | | | | 22,635 | 22,635 | —0— |
| Held for Future Use | | | | 700,031 | 718,200 | 2.6 |
| Construction Work in Progress | | | | 1,303,442 | 2,839,439 | 117.8 |
| Acquisition Adjustment | | | | (145,112) | (134,727) | (7.2) |
| Total Net Plant (Original Cost) | $75,992,768 | $116,204,734 | $178,901,189 | $208,992,777 | $212,661,827 | 1.8 |
| Balance Sheet Items (Systemwide) | | | | | | |
| Long-Term Debt | $64,432,400 | $ 94,564,577 | $143,161,427 | $151,023,752 | $147,504,343 | (2.3) |
| Earned Surplus | $ 4,930,248 | $ 9,441,643 | $ 24,224,240 | $ 36,511,758 | $ 41,436,196 | 13.5 |
| Total Capitalization | $94,245,626 | $143,993,950 | $223,837,914 | $248,940,131 | $249,845,800 | .4 |
| Long-Term Debt % of Total Capitalization | 68.4% | 65.7% | 64.0% | 60.7% | 59.0% | |
| Average No. of Common Shares Outstanding | 4,197,010 | 5,442,710 | 6,155,856 | 6,473,664 | 6,705,381 | 3.6 |
| Earnings Per Average Common Share Outstanding (After Preferred Dividends) | .04 | .75 | 1.24 | 1.56 | 1.70 | 9.0 |
| Customer and Miscellaneous Data: (N. C. Data) | | | | | | |
| Average Annual Use-Residential Customers (MCF) | 81 | 93 | 116 | 105 | 95 | (9.5) |
| Total Residential Customers (Average Annual Count) | 88,509 | 145,080 | 208,712 | 242,405 | 251,611 | 3.8 |
| Grand Total-All Types Customers | 112,409 | 185,387 | 262,286 | 300,139 | 310,005 | 3.3 |
| Average Number-Full-time Employees | 1,113 | 1,410 | 1,851 | 1,845 | 1,851 | .3 |
| Total Salaries & Wages Paid Employees | $ 5,209,069 | $ 7,750,567 | $ 13,539,278 | $ 16,037,058 | $ 17,093,926 | 6.6 |
| Average Annual Compensation per Employee | $ 4,680 | $ 5,497 | $ 7,315 | $ 8,692 | $ 9,235 | 6.2 |

# IV. The Telephone Industry

## TELEPHONE INDUSTRY

At December 31, 1974, there were 21 Class A and B and four (4) Class C and D telephone companies under jurisdiction of the North Carolina Utilities Commission, a decrease of three (3) from the December 31, 1973 total of 28. Seven (7) of the telephone companies under North Carolina jurisdiction also have operations in other states. (See Figure No. 28).

The 1974 decrease in Class A and B telephone companies was a result of the merger of Eastern Rowan, Mid-Carolina, Mooresville, and Thermal-Belt Telephone Companies into Mid-Carolina Telephone Company.

Following is a list of the Telephone Holding Companies and their wholly-owned or controlled operating telephone companies, which are under Commission regulation:

| Parent Holding Company | Operating Telephone Company |
|---|---|
| American Tel. & Tel. Co. | Southern Bell Tel. & Tel. Co. |
| Central Tel. & Utilities Co. | Central Telephone Co. |
| Continental Tel. Co. | First Colony Telephone Co.<br>Westo Telephone Co.<br>Western Carolina Telephone Co. |
| General Tel. & Electronics | General Tel. Co. of the Southeast |
| Mid-Continent Tel. Co. | Mid-Carolina Tel. Co.<br>N.C. Tel. Co.—Managed since 5/8/72<br>Old Town Telephone Co. |
| United Utilities System | Carolina Tel. & Tel. Co.<br>United Tel. of the Carolinas |

The operating telephone companies which are wholly-owned or controlled through a holding company generally purchase most of their supplies and equipment and technical services through the parent company. These transactions between parent and subsidiary requires Commission surveillance to guard against unfair practice since the regular arms length relationship does not exist between the parties.

Western Union Telegraph Company's rates on intrastate service are also regulated by the Commission, but the Federal Communications Commission rather than the Utilities Commission has jurisdiction over the extension and abandonment of telegraph offices and services. The Utilities Commission receives notices of all proceedings initiated by Western Union and is a proper party to these proceedings.

The telephone companies render both exchange service and toll service pursuant to tariffs containing rates and charges on file with, and approved by, the Utilities Commission.

## CUSTOMER GROWTH AND IMPACT ON PLANT INVESTMENT

The regulated utilities had 3,106,678 telephones in service in North Carolina at December 31, 1974. The total number of telephones in service increased by 258,945 in 1973 for a gain of 9.7%, and by 170,317 in 1974 for a gain of 5.8%. Figure No. 28 shows increases in telephones by companies and Figure No. 29 shows the types of telephones in service for the period 1960-1974. The 1974 North Carolina rate of increase was 41.5% greater than the national growth rate. In 1973, the North Carolina growth rate exceeded the national rate by 142.5%. For well over a decade, new telephones have been installed in North Carolina at a rate greater than the national rate. Of total telephones provided by regulated utilities in the state, Southern Bell Telephone and Telegraph Company serves 53.3%, and Carolina Telephone and Telegraph serves 21.2%.

The installation of additional main station telephones require additional investment and is not always obvious. For example, in installing an additional instrument, provisions must be made for central office equipment, circuits, and lines adequate to the traffic potential of the installation. The telephone companies attempt to maintain a plant margin of reserve for growth and maintenance for at least six (6) to eighteen (18) months for central office equipment. For other types of plant, the companies strive for a margin of reserve of greater duration depending on the type of construction and the economics involved in such construction. The telephone company generally attempts to engineer for a three-year growth in outside cable plant facilities and for a one-to-two year growth factor in central office equipment. The experience of the majority of companies in North Carolina recently has been that margins are taken up by new demands much more rapidly than projected, often in as little as six months. Unlike other industries, increased volume and increased installations do not necessarily mean increased profits for the telephone utilities. In many instances, increased volume can mean less net earnings where the unit cost of servicing the investment exceeds additional unit revenue derived. This is particularly true in sparsely populated areas requiring high investment per station. The same unit profit squeeze may also be evident in meeting demands for higher grades of service; for example, because of rate differential, where a subscriber who had been receiving four-party service asks for and receives one-party service, the increased revenue per unit may not keep pace with the additional investment and expense.

## FIGURE NO. 28

### THE TELEPHONE INDUSTRY
### TELEPHONE COMPANIES OPERATING IN NORTH CAROLINA
### AND NUMBER OF TOTAL TELEPHONES IN SERVICE
### AT YEAR END FOR 1963, 1968, 1972-1974

| Class A and B | No. of Total Telephones in Service | | | | | Per Cent of Increase(Decrease) 1974 over 1973 | No. of Exchange | | | | Telephone Density Data - 1974 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1963 | 1968 | 1972 | 1973 | 1974 | | 1968 | 1972 | 1973 | 1974 | No. Phones Per 100 Population | No. Phones Per Square Mile Area | %Households in area served having phones | Average No. Employees |
| Carolina Tel. & Tel. Co. | 262,300 | 394,854 | 555,540 | 614,166 | 657,496 | 7.1 | 114 | 114 | 114 | 114 | 46 | 38 | 86 | 4,646 |
| Central Telephone Co.[1] | 89,087 | 124,759 | 165,346 | 177,920 | 185,846 | 4.5 | 36 | 35 | 35 | 35 | 40 | 59 | 82 | 1,167 |
| Chapel Hill Telephone Co.[5] | Na | Na | Na | 34,541 | 37,244 | 7.8 | Na | Na | 2 | 2 | 87 | 124 | Na | 169 |
| Citizens Telephone Co. | 4,747 | 7,667 | 9,908 | 10,732 | 11,564 | 7.8 | 3 | 4 | 4 | 4 | 58 | 31 | 90 | 42 |
| Concord Telephone Co. | 39.873 | 51,953 | 63,278 | 67,575 | 70,388 | 4.2 | 9 | 9 | 9 | 9 | 55 | 100 | 95 | 332 |
| Ellerbe Telephone Co. | 742 | 934 | 1,283 | 1,403 | 1,485 | 5.8 | 1 | 1 | 1 | 1 | 48 | 6 | 88 | 8 |
| General Tel. Co. of the Southeast[4] | 58,525 | 85,671 | 109,597 | 114,963 | 121,215 | 5.4 | 5 | 5 | 5 | 5 | 64 | Na | Na | 1,562 |
| Heins Telephone Co. | 9,929 | 13,751 | 18,586 | 19,950 | 21,021 | 5.4 | 3 | 3 | 3 | 3 | 50 | 45 | 92 | 160 |
| Lexington Telephone Co. | 10,497 | 14,870 | 18,891 | 20,225 | 21,380 | 5.7 | 3 | 3 | 3 | 3 | 45 | 103 | 84 | 163 |
| Mebane Home Telephone Co. | 2,283 | 3,146 | 4,404 | 4,798 | 5,140 | 7.1 | 1 | 1 | 1 | 1 | 61 | 23 | 80 | 18 |
| Mid-Carolina Tel. Co. | 806 | 1,513 | 1,919 | 2,071 | 25,614 | 16.7 | 1 | 1 | 1 | 6 | 60 | 44 | 70 | 67 |
| Norfolk & Carolina Tel. & Tel. Co. | 16,710 | 23,119 | 32,097 | 35,332 | 38,305 | 8.4 | 16 | 18 | 18 | 18 | 54 | 20 | 89 | 285 |
| North Carolina Tel. Co.[2] | 10,496 | 17,053 | 24,610 | 27,343 | 29,907 | 9.4 | 14 | 15 | 15 | 15 | 18 | 21 | 70 | 156 |
| North State Tel. Co. | 43,152 | 57,150 | 73,997 | 79,669 | 83,556 | 4.9 | 3 | 3 | 3 | 3 | 47 | 143 | 85 | 465 |
| Oldtown Tel. System, Inc. | 7,093 | 11,208 | 17,073 | 19,104 | 20,855 | 9.2 | 5 | 5 | 5 | 5 | 63 | 110 | 93 | 66 |
| Randolph Telephone Co. | 1,238 | 1,855 | 2,413 | 2,621 | 2,782 | 6.1 | 1 | 1 | 1 | 1 | 40 | 34 | 87 | 13 |
| Sandhill Telephone Co. | 1,709 | 2,202 | 2,914 | 3,244 | 3,442 | 6.1 | 2 | 2 | 2 | 2 | 61 | 66 | 96 | 8 |
| Southern Bel Tel. & Tel. Co. | 775,270 | 1,088,104 | 1,460,060 | 1,574,109 | 1,655,957 | 5.2 | 92 | 97 | 97 | 98 | 68 | 141 | 87 | 10,031 |
| United Tel. Co. of the Carolinas, Inc. | 19,723 | 29,139 | 41,035 | 45,287 | 48,013 | 6.0 | 12 | 14 | 14 | 14 | 48 | 38 | 82 | 337 |
| Westco Telephone Co. | 7,234 | 13,255 | 19,884 | 21,655 | 23,107 | 6.7 | 15 | 15 | 15 | 15 | 29 | 13 | 80 | Na |
| Western Carolina Tel. Co.[3] | 14,726 | 22,579 | 33,839 | 37,453 | 39,829 | 6.3 | 12 | 12 | 12 | 12 | 45 | 18 | 80 | 438 |
| TOTALS: Class A & B | 1,386,791 | 1,979,173 | 2,675,307 | 2,934,042 | 3,104,146 | 5.8 | 360 | 370 | 372 | 366 | 55.9w/a | 69.98w/a | 1,616 | 20,133 |
| **Class C and D** | | | | | | | | | | | | | | |
| Barnardsville Tel. Co. | 247 | 320 | 418 | 474 | 573 | 20.9 | 1 | 1 | 1 | 1 | 38 | 5 | 85 | 3 |
| First Colony Tel. Co. | 43 | 129 | 270 | 290 | 310 | 6.9 | 1 | 1 | 1 | 1 | 26 | 22 | 60 | Na |
| Saluda Mountain Tel. Co. | 346 | 409 | 670 | 750 | 782 | 4.3 | 1 | 1 | 1 | 1 | 71 | 11 | 68 | 4 |
| Service Telephone Co. | 448 | 552 | 751 | 805 | 867 | 7.7 | 1 | 1 | 1 | 1 | 35 | 25 | 70 | 6 |
| TOTALS: Class C & D | 1,084 | 1,410 | 2,109 | 2,319 | 2,532 | 9.2 | 4 | 4 | 4 | 4 | 49.6w/a | 11.01w/a | 283 | 13 |
| GRAND TOTALS* | 1,387,875 | 1,980,583 | 2,677,416 | 2,936,361 | 3,106,678 | 5.8 | 364 | 374 | 376 | 370 | 55.9w/a | 69.67w/a | 1,899 | 20,146 |
| UNITED STATES TOTALS[7] | 84,619,000 | 109,515,000 | 131,016,000 | 136,309,000 | 143,972,000 | 4.1 | | | | | | | | |
| * Includes Special Service & Private Lines as follows: | 24,096 | 26,704 | 31,796 | 38,353 | 41,528 | 8.3 | | | | | | | | |

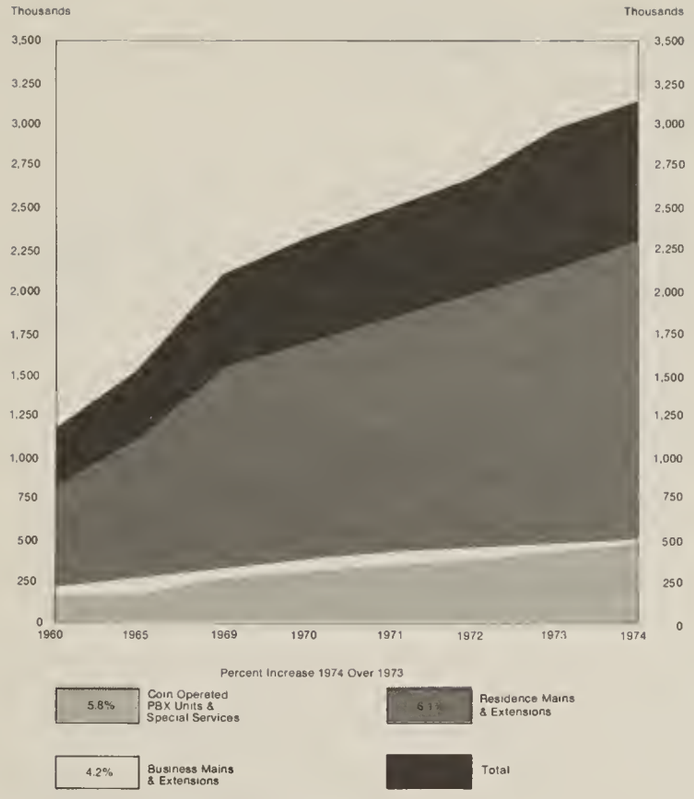
1 Morris Telephone Co. merged with Central Telephone Co. Nov. 4, 1965 All figures for Morris for 1965 and prior are included in Central. Lee Telephone Co. merged with Central March 6, 1973. All figures for Lee for 1973 and prior are included in Central.
2 Lilesville Tel. Co. merged with N. C. Telephone Co. Dec. 31, 1968. All figures for 1968 and prior for Lilesville are included in N. C. Telephone.
3 Cooleemee merged with Western Carolina 1-11-67. All figures for Cooleemee for years prior to 1967 are included in Western.
4 General Tel. of N. C. merged with General Tel. of the Southeast 12-21-70. All figures for 1970 and prior for General Tel. of N. C. are included in General Tel. of the Southeast.
5 Chapel Hill Telephone Company came under Commission jurisdiction on January 1, 1973.
6 Eastern Rowan, Mid-Carolina, Mooresville, and Thermal Belt Telephone Companies merged into Mid-Carolina Telephone Co. Dec. 10, 1973. All figures for merged companies are included in Mid-Carolina Telephone Co. for years prior to 1974.
7 Reference: Independent Telephone Statistics, U.S. Independent Tel. Assn., includes Puerto Rica.

N.A. Not Available

w/a Weighted average

FIGURE NO. 29

TELEPHONES IN SERVICE
AS OF DECEMBER 31, 1960, 1965, 1969-1974
(N.C. DATA ONLY—25 COMPANIES)




## DEMANDS FOR SERVICE

The telephone companies in North Carolina for several years have been faced with an enormous challenge in meeting demands for service. However, as more and more telephone service is extended throughout the state, the overall problem changes somewhat from satisfying demands for service, on which the Commission and the companies have placed special emphasis, to satisfying demands for better quality and upgraded service. It is believed this condition results almost entirely from the Commission's vigorous program of requiring the telephone companies to offer primary service throughout their base rate areas in local exchanges. The extension of base rate areas eliminates the zone surcharge for some customers and reduces it for others. This substantially reduces the overall monthly cost of telephones for a large number of subscribers and creates an immediate and substantial demand for upgraded service.

## EXTENDED AREA SERVICE (EAS)

Extended Area Service is the industry term applied to the extension of local calling from one telephone exchange to and from another when a toll charge has theretofore applied between them. Extended area coverage was approved for only one (1) telephone company in each of the years of 1971 and 1972, no coverage was approved for 1973, and one (1) was approved for 1974.

## TELEPHONE RATES

*Local Exchange Rates.* These are the monthly charges for basic telephone service as fixed by the Commission. These rates are divided between residential and commercial telephones and are graduated upward from four-party to single-party service. Local exchange rates for a particular company are fixed on a company-wide basis according to the calling scope of the particular exchange: i.e., the number of telephones in an exchange which a single subscriber may telephone without toll charge.These rate groupings by telephone population are not standard among the companies. Figure No. 30 shows rate groupings with rates for the regulated telephone companies.

The practical result of the foregoing "value of service principle" is that a company's subscribers in an urban area will pay a proportionately higher monthly local exchange rate than the same company's subscribers in a community having a substantially smaller number of telephones that can be called without a toll charge. Thus, unlike electric and natural gas utilities which have standard rates applicable to a customer classification company-wide, the telephone companies have different rates for basic service depending upon the telephone population or calling scope in the particular exchange. Telephone rates also vary substantially between companies and states. Figure No. 31 shows local service telephone monthly rates for selected exchanges in North Carolina and selected out-of-state exchanges. The out-of-state companies shown were selected mainly because of exchange sizes and population comparable to North Carolina. This data permits very few, if any, reasonable comparisons. It does illustrate the wide disparities in rates between companies and states.

*Toll Charges.* Calls between two separate exchanges are "long distance" or toll charge calls, unless arrangements have been made for extended area (toll free) service. Intrastate toll charges in North Carolina are uniform throughout the state. The present toll rates have been in effect since December 7, 1971, as shown on Figure No. 32.

*Five- and Multi-Party Services.* During 1974, the number of five- and multi-party services in the state was reduced from 57 and 1,648 to 50 and 1,315, respectively.

*Service Charges.* These are the charges made for installing, moving, and changing telephone instruments. These charges have been increased for some companies during 1974 in rate cases to make them more cost-related. They are not listed in this report because of the variances between companies, but it is expected they will again level off at a reasonably uniform level.

*Special Charges.* Certain special equipment such as key systems and private branch exchange systems require special rates and special consideration by the Commission. These rates are fixed indivi-

## FIGURE NO. 30

TELEPHONE RATES
MONTHLY FLAT RATES BY CALLING SCOPE GROUPINGS
FOR ONE-PARTY BUSINESS AND RESIDENTIAL SERVICE
AS OF DECEMBER, 31, 1974

CALLING SCOPE[1] AND RELATED MONTHLY FLAT RATES

| Class A & B | 1-500 | | 500-1,000 | | 1,001-2,000 | | 2,001-4,000 | |
|---|---|---|---|---|---|---|---|---|
| | Business | Residence | Business | Residence | Business | Residence | Business | Residence |
| Carolina Tel. & Tel. Co. | | | 8.75 | 5.25 | 8.75 | 5.25 | 10.00 | 5.50 |
| Central Telephone Co.[2] | | | | | | | | |
| Chapel Hill Telephone Co. | | | | | | | | |
| Citizens Telephone Co. | | | | | | | | |
| Concord Telephone Co. | | | | | | | | |
| Eastern Rowan Tel. Co. | | | | | | | | |
| Ellerbe Telephone Co. | | | | | 9.50 | 5.75 | | |
| General Tel. Co. of the Southeast | | | | | | | | |
| Heins Telephone Co. | | | | | | | | |
| Lexington Telephone Co. | | | | | | | | |
| Mebane Home Telephone Co. | | | | | | | | |
| Mid-Carolina Tel. Co. | | | | | 11.50 | 6.50 | | |
| Mooresville Tel. Co. | | | | | | | | |
| Norfolk & Carolina Tel. & Tel. Co. | | | | | | | 9.00 | 6.00 |
| North Carolina Tel. Co. | | | | | | | | |
| North State Tel. Co. | | | | | | | | |
| Oldtown Tel. System, Inc. | | | | | | | | |
| Randolph Telephone Co. | | | | | | | | |
| Sandhill Telephone Co. | | | | | | | | |
| Southern Bell Tel. & Tel. Co. | | | | | 11.85 | 5.40 | 11.85 | 5.40 |
| Thermal Belt Tel. & Tel. Co. | | | | | | | 14.75 | 8.75 |
| United Tel. Co. of the Carolinas, Inc. | 9.40 | 5.45 | 9.40 | 5.45 | 11.65 | 6.65 | 13.15 | 7.75 |
| Westco Telephone Co. | | | | | | | 13.40 | 7.10 |
| Western Carolina Tel. Co. | | | | | | | 14.25 | 7.70 |
| **Class C & D** | | | | | | | | |
| Barnardsville Tel. Co. | 5.00 | 3.50 | | | | | | |
| First Colony Tel. Co. | | | | | | | | |
| Saluda Mountain Tel. Co. | | | | | | | | |
| Service Telephone Co. | | | | | | | 10.50 | 7.25 |

1 "Calling Scope" is the number of main station telephone and PBX trunks that can be called without paying a toll charge. The above rates are applicable to customers being served from exchanges having a total number of main stations and PBX trunks within the ranges indicated.

2 Rates shown do not include the following exchanges: Efland, Hillsborough, Prospect Hill, Roxboro, Timberlake, and Yanceyville.

**FIGURE NO. 30—Continued**

TELEPHONE RATES
MONTHLY FLAT RATES BY CALLING SCOPE GROUPINGS
FOR ONE PARTY BUSINESS AND RESIDENTAIL SERVICE
AS OF DECEMBER, 31, 1974

CALLING SCOPE[1] AND RELATED MONTHLY FLAT RATES

| 4,001-8,000 | | 8,001-16,000 | | 16,001-32,000 | | 32,001-50,000 | | 50,001-100,000 | | 100,001-150,000 | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Business | Residence | Business | Residence | Business | Residence | Business | Residence | Business | Residence | Business | Residence |
| 11.00 | 6.00 | 12.00 | 6.50 | 13.00 | 7.00 | 13.75 | 7.75 | 14.50 | 7.25 | | |
| 21.20 | 8.45 | 21.80 | 8.70 | 22.40 | 8.95 | 23.10 | 9.20 | 24.00 | 9.55 | | |
| | | | | 12.00 | 6.50 | | | | | | |
| 12.00 | 7.00 | | | | | | | | | | |
| | | 12.50 | 6.00 | 13.25 | 6.50 | | | | | | |
| | | | | 11.50 | 6.50 | | | | | | |
| | | | | | | | | | | | |
| | | 18.95 | 8.95 | | | 24.00 | 8.75 | | | | |
| | | 7.50 | 4.50 | | | | | | | | |
| | | 12.70 | 5.95 | | | | | | | | |
| | | | | | | 12.00 | 6.90 | | | | |
| | | | | | | | | | | | |
| 12.20 | 5.90 | | | | | | | | | | |
| | | | | 13.80 | 7.50 | | | | | | |
| 15.60 | 7.80 | 16.50 | 8.25 | | | | | | | 19.60 | 9.80 |
| | | 6.65 | 3.30 | | | 9.50 | 4.50 | | | | |
| | | | | | | | | 14.40 | 7.15 | | |
| | | | | | | | | 14.25 | 5.90 | | |
| 8.50 | 4.50 | 12.75 | 6.25 | | | | | | | | |
| 11.85 | 5.40 | 12.60 | 5.60 | 13.35 | 5.80 | 14.10 | 6.05 | 17.35 | 6.75 | 18.85 | 7.00 |
| | | | | | | | | | | | |
| | | 17.75 | 9.45 | 19.15 | 10.15 | | | 21.65 | 11.20 | | |
| 14.40 | 7.35 | 15.40 | 7.60 | | | | | | | | |
| 15.25 | 7.95 | 16.25 | 8.20 | 17.25 | 8.45 | 18.25 | 8.70 | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | 24.25 | 14.00 |
| | | | | 9.00 | 6.10 | | | | | | |
| | | | | | | | | | | | |

## FIGURE NO. 31

LOCAL SERVICE TELEPHONE MONTHLY RATES
SELECTED EXCHANGES SERVING CITIES OF 50,000 POPULATION
OR MORE (1970 CENSUS)
IN EFFECT JUNE 30,1974

| COMPANY | EXCHANGE AND/OR CITY | STATE | TELEPHONES IN[1] L.S.A. AS OF 6-30-74 | MONTHLY FLAT RATES 1-PARTY SERVICE | |
|---|---|---|---|---|---|
| | | | | Business | Residence |
| Central Telephone Co. | Las Vegas | Nevada | 267,130 | $17.80 | $7.15 |
| Chesapeake & Potomac Tel. Co. of Va. | Lynchburg | Virginia | 67,566 | 15.40 | 6.40 |
| Diamond State Tel. Co. | Wilmington | Delaware | 337,900 | 14.60 | 6.60 |
| General Tel. Co. of California | San Bernardino | California | 173,599 | 13.20 | 5.95 |
| General Tel. Co. of Indiana, Inc. | Terre Haute | Indiana | 80,116 | 21.20 | 8.20 |
| General Tel. Co. of Kentucky | Lexington | Kentucky | 156,289 | 20.55 | 6.65 |
| General Tel. Co. of the Southeast | Durham | N. C. | 101,453 | 20.00 | 7.35 |
| Lincoln Tel. & Tel. Co. | Lincoln | Nebraska | 135,436 | 17.75 | 6.60 |
| Loraine Telephone Co., The | Loraine | Ohio | 73,396 | 18.20 | 8.60 |
| Michigan Bell Telephone Co. | Jackson | Michigan | 91,700 | 11.95 | 6.00 |
| Mountain States Tel. & Tel. Co. | Tucson | Arizona | 257,290 | 17.65 | 8.20 |
| New England Tel. & Tel. Co. | Portland | Maine | 111,177 | 21.35 | 8.35 |
| New York Telephone Co. | Syracuse | New York | 341,701 | 26.10 | 9.21 |
| North State Telephone Co. | High Point | N. C. | 57,653 | 9.50 | 4.50 |
| Northeastern Bell Tel. Co. | Council Bluffs | Iowa | 438,441 | 18.25 | 7.90 |
| Pacific Northwest Bell Tel. Co. | Salem | Oregon | 86,453 | 17.65 | 7.00 |
| Pacific Tel. & Tel. Co., The | Riverside | California | 183,248 | 11.25 | 4.80 |
| South Central Bell Tel. Co. | Gadsden | Alabama | 51,881 | 19.95 | 7.00 |
| Southern Bell Tel. & Tel. Co. | Asheville | N. C. | 101,626 | 16.65 | 6.60 |
| Southern Bell Tel. & Tel. Co. | Charlotte | N. C. | 336,842 | 18.85 | 7.10 |
| Southern Bell Tel. & Tel. Co. | Greensboro | N. C. | 174,112 | 16.65 | 6.60 |
| Southern Bell Tel. & Tel. Co. | Raleigh | N. C. | 209,086 | 17.35 | 6.85 |
| Southern Bell Tel. & Tel. Co. | Winston-Salem | N. C. | 179,251 | 17.35 | 6.85 |
| Southern New England Tel. Co. | Bridgeport | Conn. | 268,419 | 19.50 | 7.30 |
| Southwestern Bell Tel. Co. | Corpus Christi | Texas | 159,390 | 17.50 | 6.90 |
| Wisconsin Telephone Co. | Green Bay | Wisconsin | 105,300 | 17.50 | 7.10 |

1 Local Service Area

Source: NARUC Booklet "Exchange Service Telephone Rates," June, 1974

## FIGURE NO. 32

NORTH CAROLINA INTRASTATE TELEPHONE TOLL RATES
IN EFFECT DEC. 31, 1974

| | Station-to-Station | | | | | | | | Person-to-Person Paid & Collect | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Dial—Paid Only | | | | | | Operator—Paid & Collect | | | | |
| | Day Mon.-Fri. 8:00 A.M.-5:00 P.M. | | Evening Mon.-Fri. 5:00 P.M.-11:00 P.M. Sat. & Sun. 8:00 A.M.-11:00 P.M. | | Every Night 11:00 P.M.-8:00 A.M. | | Day Mon.-Fri. 8:00 A.M.-5:00 P.M. | | Evening Mon.-Fri. 5:00 P.M.-8:00 A.M. Sat. & Sun. All Day | | All Hours | | |
| Mileage | I.P. 3 Mins. | Each Add'l Min. | I.P. 3 Mins. | Each Add'l Min. | I.P. 3 Mins. | Each Add'l Min. | I.P. 3 Mins. | Each Add'l Min. | I.P. 3 Mins. | Each Add'l Min. | Initial 3 Mins. | Add'l Min. 1st 3 | Add'l Min. After 3 |
| 0-10 | $ .20 | $ .06 | $ .20 | $ .06 | $ .20 | $ .06 | $ .25 | $ .07 | $ .25 | $ .07 | $ .60 | $ .13 | $ .10 |
| 11-16 | .25 | .08 | .25 | .08 | .25 | .08 | .35 | .10 | .35 | .10 | .70 | .16 | .13 |
| 17-22 | .30 | .10 | .30 | .10 | .30 | .10 | .45 | .13 | .45 | .13 | .80 | .20 | .17 |
| 23-30 | .40 | .13 | .35 | .11 | .35 | .11 | .55 | .16 | .55 | .16 | .90 | .21 | .19 |
| 31-40 | .45 | .15 | .40 | .13 | .40 | .13 | .60 | .18 | .60 | .18 | 1.00 | .25 | .22 |
| 41-55 | .50 | .16 | .40 | .13 | .40 | .13 | .65 | .20 | .60 | .18 | 1.10 | .28 | .25 |
| 56-70 | .55 | .18 | .45 | .15 | .45 | .15 | .70 | .21 | .65 | .20 | 1.20 | .29 | .26 |
| 71-85 | .60 | .20 | .45 | .15 | .45 | .15 | .75 | .22 | .70 | .21 | 1.25 | .31 | .28 |
| 86-100 | .65 | .21 | .45 | .15 | .45 | .15 | .80 | .24 | .70 | .21 | 1.30 | .33 | .29 |
| 101-124 | .70 | .23 | .50 | .16 | .45 | .15 | .85 | .25 | .70 | .21 | 1.40 | .35 | .31 |
| 125-148 | .75 | .25 | .50 | .16 | .45 | .15 | .90 | .27 | .75 | .22 | 1.50 | .38 | .33 |
| 149-196 | .80 | .26 | .55 | .18 | .45 | .15 | .95 | .28 | .75 | .22 | 1.60 | .43 | .37 |
| 197-244 | .85 | .28 | .60 | .20 | .45 | .15 | 1.05 | .31 | .80 | .24 | 1.75 | .48 | .41 |
| 245-292 | .90 | .30 | .60 | .20 | .50 | .16 | 1.15 | .35 | .85 | .25 | 1.85 | .51 | .44 |
| 293-354 | .95 | .31 | .65 | .21 | .50 | .16 | 1.25 | .37 | .90 | .27 | 1.95 | .55 | .47 |
| 355-544 | 1.00 | .33 | .70 | .23 | .50 | .16 | 1.35 | .40 | .95 | .28 | 2.05 | .58 | .50 |

dually on a case-by-case and company-by-company basis and vary widely because of variances in equipment and operating characteristics.

## RATE INCREASES APPROVED

During 1974 as in the past, much time was required in formal hearings for telephone companies. Preparation and actual hearing time effort associated with the general rate case proceedings increased the Commission workload more than any other single telephone matter.

The following telephone general rate increases were approved by the Commission in 1974:

| Company | Amount Requested | Amount Approved | Effective Date of Increase | Docket Number |
|---|---|---|---|---|
| Norfolk & Car. Tel. & Tel. Co. | $ 809,000 | $ 374,000* (Interim) | 9-07-74 | P-40, Sub 134 |
| Southern Bell Tel. & Tel. Co. | $33,812,000 | $8,271,000 | 5-15-74 | P-55, Sub 733 |
| Westco Tel. Co. | $ 504,000 | $ 378,000** (Interim) | 12-27-74 | P-78, Sub 32 |
| Western Carolina Tel. Company | $ 1,451,000 | $ 685,000*** (Interim) | 12-27-74 | P-58, Sub 93 |

*Commission issued final Order on 4-12-75, approving increase to $779,000.

**Commission issued final Order on 5-2-75, approving total of $302,000. Company ordered to refund to customers amount of $76,000 allowed in interim.

***Commission issued final Order on 5-1-75, approving increase to $1,004,000.

## DECLINE IN NUMBER OF WESTERN UNION OFFICES

In recent years as large businesses made growing use of their Telex and TWS terminal capability for originating telegrams, and as smaller businesses and the general public increasingly availed themselves of telephone convenience for sending their telegrams, the need for Western Union local offices steadily declined in the United States and in North Carolina. Today, less than 10% of public message traffic is accepted over the counter; and most of that traffic is money order business.

This customer usage pattern resulted in the gradual reduction in the number of Telegraph Company owned and operated offices from more than 3,000 in the 1940's to fewer than 300 by the end of 1974. The following illustrates the decline in the number of Western Union offices in the United States and in North Carolina.

| | United States | | | North Carolina | | |
|---|---|---|---|---|---|---|
| | 1973 | 1974 | Decrease | 1973 | 1974 | Decrease |
| Independent Offices and Branches | 275 | 248 | 27 | 9 | 8 | 1 |
| Joint Offices | 119 | 88 | 31 | 2 | 0 | 2 |
| Agency Office | 5,351 | 5,008 | 343 | 205 | 181 | 24 |
| TOTAL | 5,745 | 5,344 | 401 | 216 | 189 | 27 |
| Percent Decrease | | | 7.0% | | | 12.5% |

## SOURCE AND DISPOSITION OF REVENUE

The telephone companies derived about 47.3% of their revenues from local charges, 49.8% from toll charges, and 2.9% from miscellaneous services in 1974, which was almost identical to previous years since 1971. These ratios have not changed drastically on a year-to-year basis, but the long-term trend as shown on Figure No. 33 shows that toll revenue is producing an increased percentage of total revenue; the trend being 41.1% in 1960, increasing to 49.1% in 1971 and 1972, 49.5% in 1973, and 49.8% in 1974.

The components of the disposition of the revenue dollar as shown on Figure No. 34 indicates that operating expenses, depreciation, interest, and dividends increased for 1974 over 1973, while taxes decreased slightly. These factors combined to create a 1.8% decrease in retained earnings.

## PLANT INVESTMENT

The regulated telephone companies increased their gross plant investment in North Carolina 13.8% in 1971, 12.9% in 1972, 15.6% in 1973, and 12.9% in 1974. These increases represent investments of $176 Million in 1971, $186 Million in 1972, $254 Million in 1973, and bring the total gross investment at December 31, 1974 to slightly over $2,129,143,000 or to $695 per telephone based on year-end count.

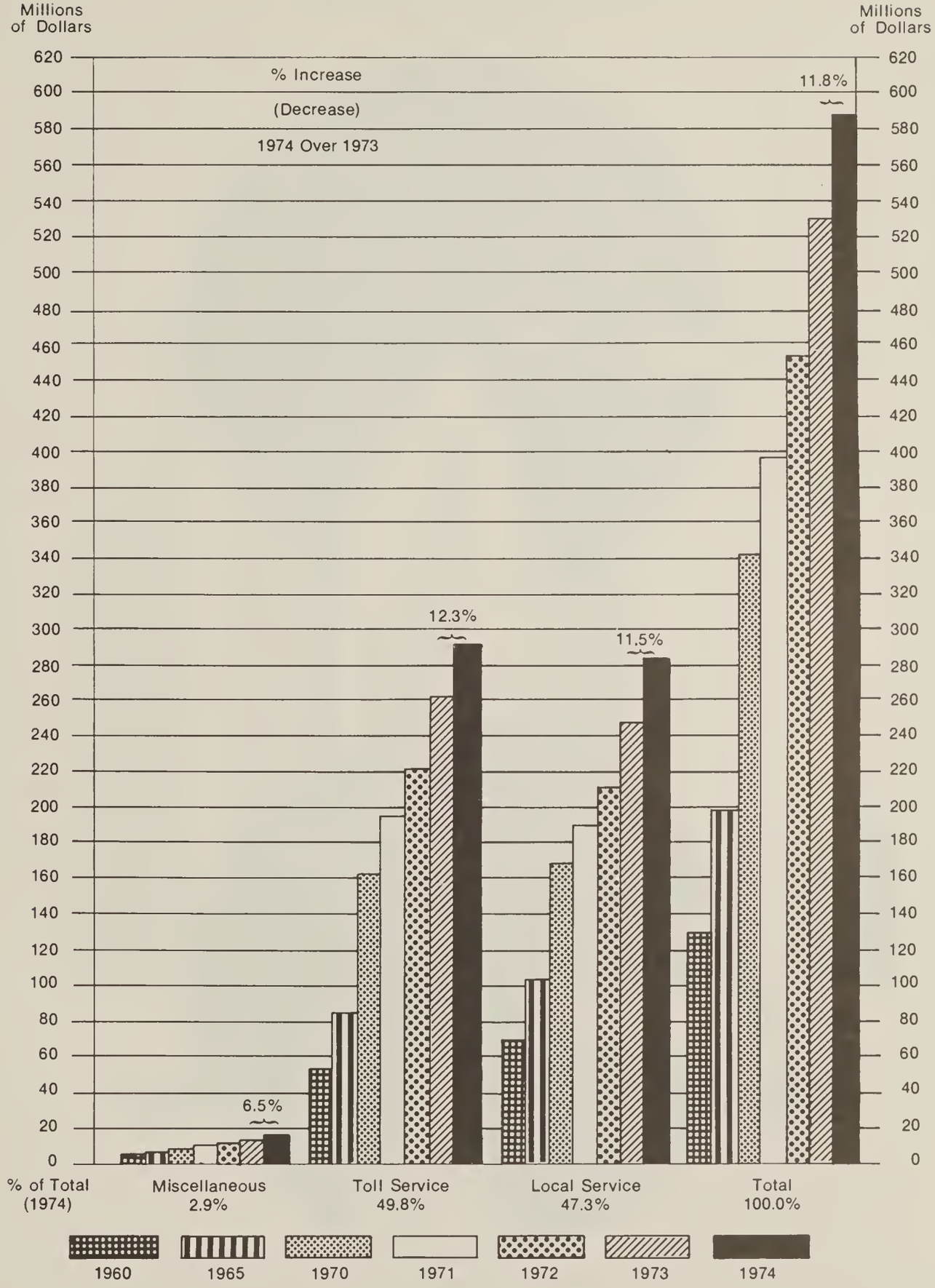
Figure No. 35 shows investment per telephone for the years 1960, 1965, 1970 through 1974 on a North Carolina industry-wide basis. Figure No. 36 shows the same data for each of the regulated telephone companies operating in North Carolina. The investment per telephone data as shown on Figure No. 36 indicates the variances in this important cost element of providing telephone service, and these variances in plant cost contribute to the variances in telephone rates between companies.

## STATISTICAL SUMMARY DATA

Total operating revenue of the telephone companies increased in 1974 over 1973 by 11.8%. Operating expenses increased by 12.6% in 1974 over 1973 and net operating revenue increased by 8.5% for the same period. Salaries and wages increased by 11.5% in 1974 over 1973 as compared with 15.6% for 1973 over 1972. Total salaries and wages paid by the telephone companies in 1974 were slightly over $206 Million as compared with $185 Million in 1973, while total average number of employees increased from 19,935 in 1973 to 20,146 or 1.1% in 1974. A detailed account of these and other selected items is shown on Figure No. 37.

FIGURE NO. 33

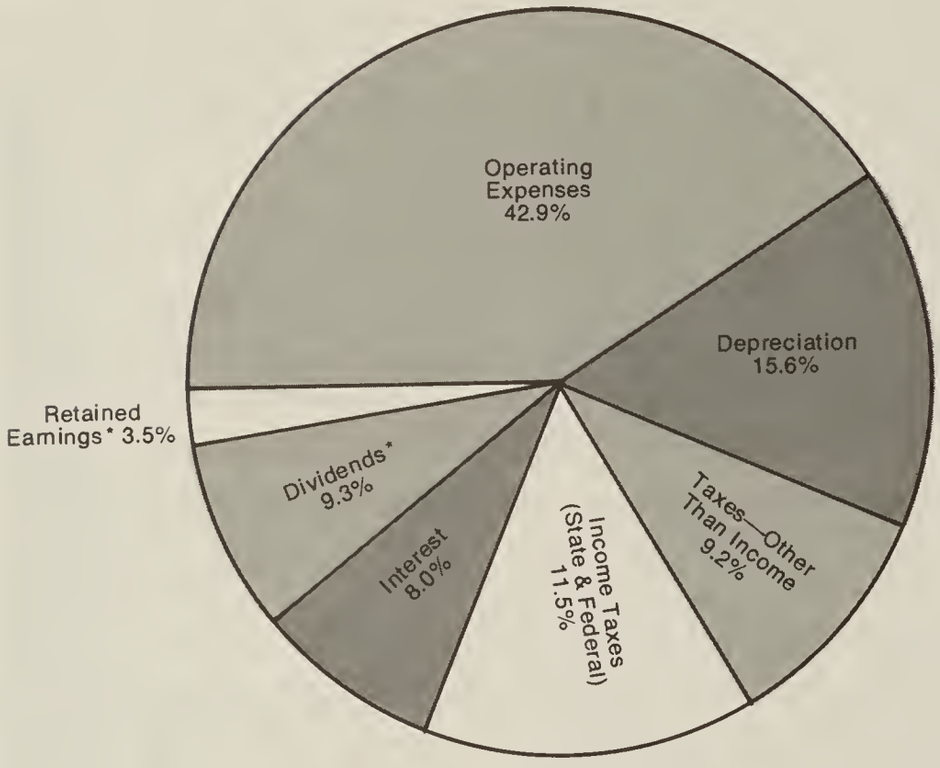
TELEPHONE OPERATING REVENUES AND SOURCES
WITH PERCENT INCREASE 1974 OVER 1973
(N. C. Data Only)



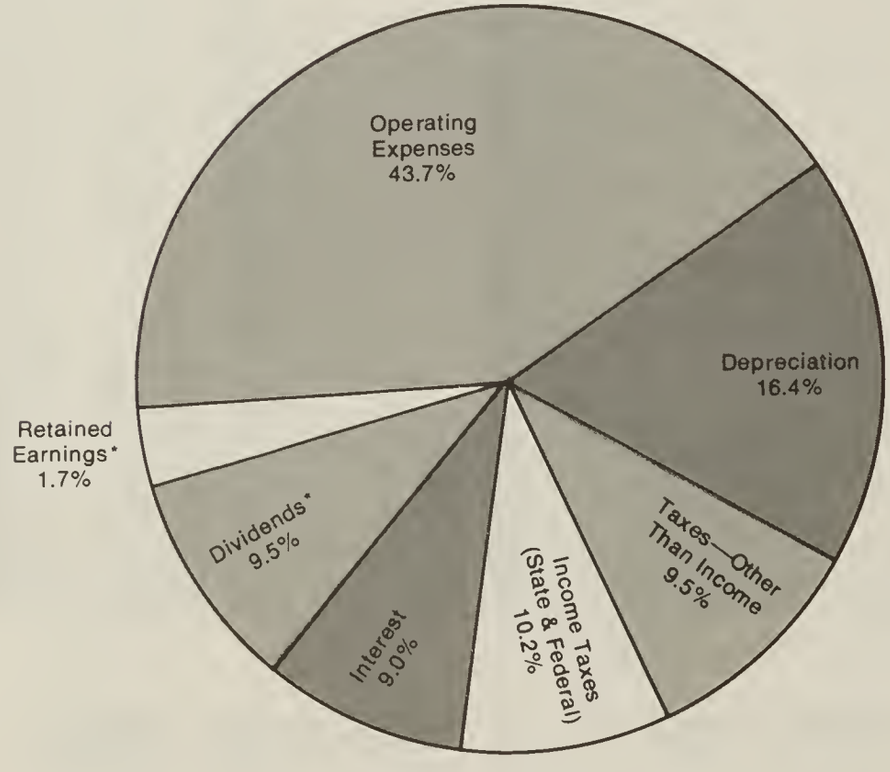
## FIGURE NO. 34

DISPOSITION OF THE REVENUE DOLLAR
TELEPHONE COMPANIES
NORTH CAROLINA OPERATIONS ONLY

December 31, 1973




December 31, 1974

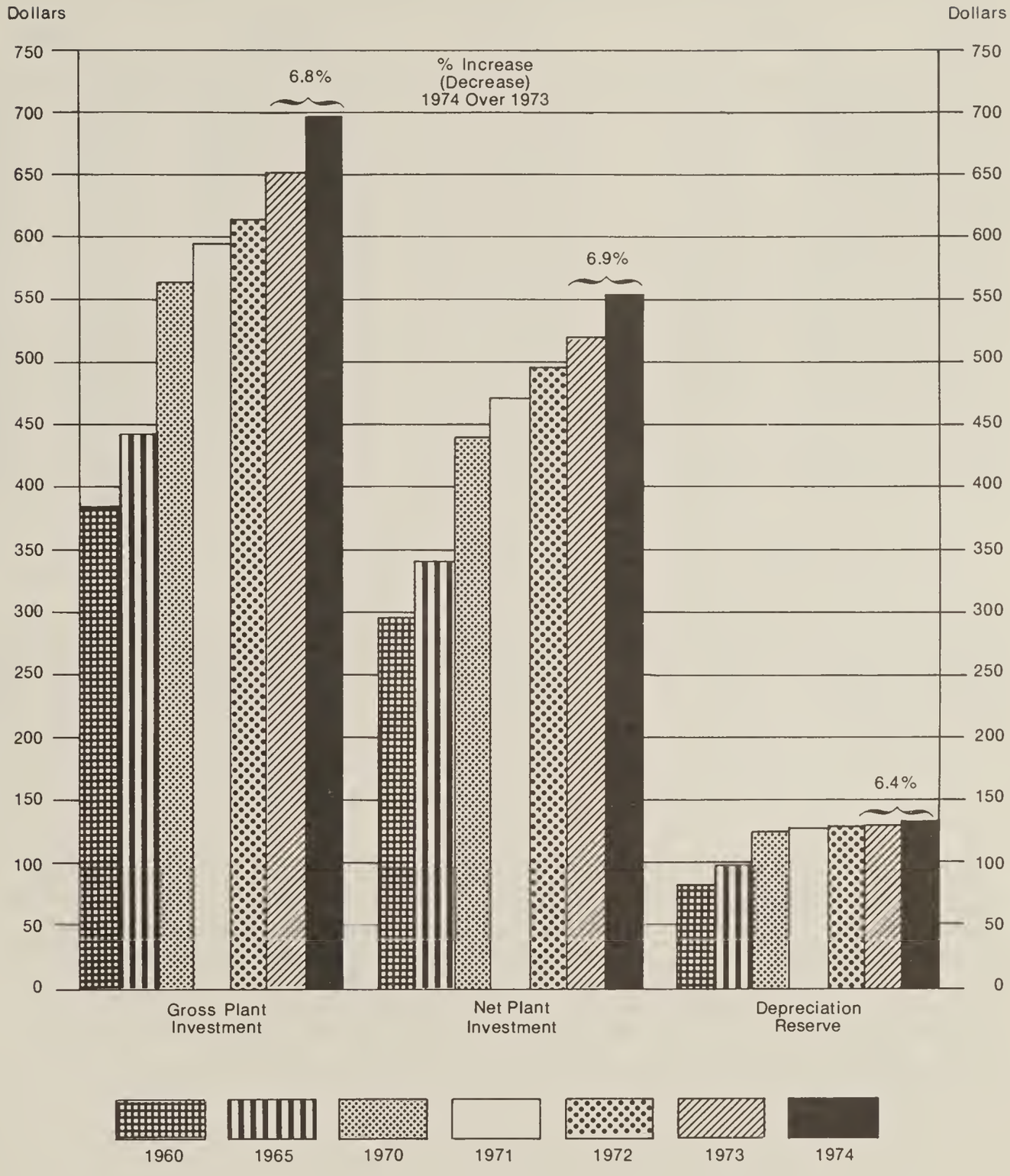



TOTAL REVENUES—100.0%

* Retained Earnings and Dividends per revenue dollar have no relation to the rate of return earned on investment.

FIGURE NO. 35

TELEPHONE COMPANIES
PLANT INVESTMENT PER TELEPHONE
WITH PERCENT INCREASE 1974 OVER 1973
(N. C. Data Only)



## FIGURE NO. 36

GROSS AND NET TELEPHONE PLANT ALLOCATED TO NORTH CAROLINA OPERATIONS
For the Years Ended December 31, 1960, 1965, 1970, 1973 &1974

| Class A & B | 1960 Per Phone Gross | 1960 Per Phone Net | 1965 Per Phone Gross | 1965 Per Phone Net |
|---|---|---|---|---|
| Carolina Tel. & Tel. | $513.52 | $396.01 | $ 556.81 | $ 413.31 |
| Central Telephone Co.[1] | 316.53 | 260.39 | 395.60 | 331.42 |
| Chapel Hill Telephone Co.[5] | Na | Na | Na | Na |
| Citizens Telephone Co. | 329.67 | 266.91 | 571.56 | 504.86 |
| Concord Telephone Co. | 257.23 | 202.84 | 334.96 | 255.36 |
| Ellerbe Telephone Co. | 255.54 | 172.57 | 298.47 | 175.20 |
| General Tel. Co. of the Southeast[4] | 267.08 | 203.13 | 373.86 | 291.40 |
| Heins Telephone Co. | 288.50 | 234.78 | 493.96 | 423.84 |
| Lexington Telephone Co. | 296.62 | 219.02 | 364.05 | 255.03 |
| Mebane Home Telephone Co. | 312.66 | 249.08 | 512.68 | 404.24 |
| Mid-Carolina Tel. Co. | 284.99 | 213.58 | 272.25 | 175.47 |
| Norfolk & Carolina Tel. & Tel. Co. | 357.71 | 264.22 | 483.36 | 361.58 |
| North Carolina Tel. Co.[2] | 671.42 | 575.32 | 602.45 | 470.40 |
| North State Tel. Co. | 246.17 | 174.57 | 320.64 | 224.04 |
| Oldtown Tel. System, Inc. | 377.08 | 317.04 | 497.69 | 400.80 |
| Randolph Telephone Co. | 381.87 | 339.66 | 694.71 | 590.75 |
| Sandhill Telephone Co. | 307.32 | 227.47 | 445.62 | 323.25 |
| Southern Bell Tel. & Tel. Co. | 364.67 | 294.08 | 419.57 | 330.63 |
| United Tel. Co. of the Carolinas, Inc. | 314.89 | 264.02 | 429.52 | 362.13 |
| Westco Telephone Co. | Na | Na | 688.60 | 596.70 |
| Western Carolina Tel. Co.[3] | 451.24 | 360.17 | 542.67 | 411.53 |
| Totals: Class A & B | $375.91 | $298.32 | $ 442.36 | $ 343.77 |
| **Class C & D** | | | | |
| Barnardsville Tel. Co. | $236.55 | $191.39 | $ 197.81 | $ 139.07 |
| First Colony Tel. Co. | 328.02 | 200.26 | 1353.77 | 1157.81 |
| Saluda Mountain Tel. Co. | Na | Na | 79.42 | 29.31 |
| Service Telephone Co. | 342.67 | 302.13 | 317.18 | 231.85 |
| Totals: Class C & D | $217.72 | $183.74 | $ 265.67 | $ 190.43 |
| Grand Totals | $375.77 | $298.22 | $ 442.23 | $ 343.65 |

1 Morris Telephone Co. merged with Central Telephone Co. Nov. 4, 1965. All figures for Morris for 1965 and prior are included in Central. Lee Telephone Co. merged with Central March 6, 1973. All figures for Lee for 1973 and prior are included in Central.

2 Lilesville Tel. Co. merged with N. C. Telephone Co. Dec. 31, 1968. All figures for 1968 and prior for Lilesville are included in N. C. Telephone. 1960 figures for N. C. Telephone include Pinebluff.

3 Cooleemee merged with Western Carolina 1-11-67. All figures for Cooleemee for years prior to 1967 are included in Western.

4 General Tel. of N. C. merged with General Tel. of the Southeast 12-21-70. All figures for 1970 and prior for General Tel. of N. C. are included in General Tel. of the Southeast.

5 Chapel Hill Telephone Company came under Commission Jurisdiction on January 1, 1973.

6 Eastern Rowan, Mid-Carolina, Mooresville, and Thermal-Belt Telephone Companies merged into Mid-Carolina Telephone Co. Dec. 10, 1973. All figures for merged companies are included in Mid-Carolina Telephone Co. for all years shown.

Na Not Available

Note: Per Phone data for all years shown is based on number of regular telephones (excluding service and private) in service at end of year.

FIGURE NO. 36—Continued

GROSS AND NET TELEPHONE PLANT ALLOCATED TO NORTH CAROLINA OPERATIONS
For the Years Ended December 31, 1960, 1965, 1970, 1972 & 1973

| 1970 Per Phone Gross | 1970 Per Phone Net | 1973 Per Phone Gross | 1973 Per Phone Net | 1973 Per Phone Gross | 1973 Per Phone Net | 1974 Total Plant (000's) Gross | 1974 Total Plant (000's) Net | 1974-1973 % Change Per Phone Gross | 1974-1973 % Change Per Phone Net |
|---|---|---|---|---|---|---|---|---|---|
| $680.30 | $525.46 | $765.67 | $594.34 | $765.67 | $594.34 | $ 497,156 | $ 384,857 | 4.7 | 4.4 |
| 533.93 | 446.16 | 663.61 | 567.49 | 663.61 | 567.49 | 131,981 | 111,463 | 7.0 | 5.7 |
| Na | Na | 487.71 | 380.73 | 487.71 | 380.73 | 18,592 | 14,065 | 2.4 | (.8) |
| 776.13 | 635.82 | 845.07 | 646.82 | 845.07 | 646.82 | 10,167 | 7,681 | 4.0 | 2.7 |
| 423.13 | 308.78 | 477.27 | 344.55 | 477.27 | 344.55 | 38,428 | 28,261 | 14.4 | 16.5 |
| 692.04 | 558.44 | 702.96 | 535.99 | 702.96 | 535.99 | 1,063 | 793 | 1.8 | (.4) |
| 739.30 | 624.61 | 816.18 | 686.74 | 816.18 | 686.74 | 101,904 | 84,375 | 3.1 | 1.4 |
| 481.92 | 372.04 | 600.77 | 465.77 | 600.77 | 465.77 | 14,220 | 11,079 | 12.6 | 13.2 |
| 533.50 | 406.36 | 614.25 | 471.67 | 614.25 | 471.67 | 13,467 | 10,205 | 2.5 | 1.2 |
| 693.07 | 510.94 | 620.55 | 412.29 | 620.55 | 412.29 | 3,846 | 2,693 | 20.6 | 27.1 |
| 561.22 | 484.98 | 520.47 | 413.67 | 520.47 | 413.67 | 15,559 | 11,595 | 8.2 | 4.8 |
| 587.25 | 435.53 | 701.29 | 529.80 | 701.29 | 529.80 | 29,365 | 22,347 | 9.3 | 10.1 |
| 804.85 | 683.15 | 784.21 | 641.85 | 784.21 | 641.85 | 23,372 | 18,670 | (.3) | (2.7) |
| 394.86 | 272.55 | 434.30 | 299.43 | 434.30 | 299.43 | 37,835 | 26,000 | 5.9 | 5.5 |
| 525.41 | 398.66 | 530.68 | 395.59 | 530.68 | 395.59 | 11,545 | 8,589 | 4.3 | 4.1 |
| 824.89 | 654.17 | 764.51 | 561.33 | 764.51 | 561.33 | 2,171 | 1,568 | 2.1 | .4 |
| 586.88 | 400.88 | 617.30 | 397.61 | 617.30 | 397.61 | 2,177 | 1,361 | 2.4 | (.5) |
| 509.07 | 396.48 | 601.94 | 485.88 | 601.94 | 485.88 | 1,073,266 | 873,477 | 7.8 | 8.7 |
| 611.00 | 530.17 | 759.57 | 682.21 | 759.57 | 682.21 | 39,128 | 34,527 | 7.8 | 5.9 |
| 828.30 | 731.61 | 911.51 | 807.77 | 911.51 | 807.77 | 22,026 | 19,231 | 4.6 | 3.0 |
| 831.06 | 728.96 | 947.42 | 863.03 | 947.42 | 863.03 | 40,647 | 36,863 | 7.7 | 7.2 |
| $561.60 | $441.48 | $650.73 | $522.36 | $650.73 | $522.36 | $2,127,915 | $1,709,700 | 6.8 | 6.9 |
| | | | | | | | | | |
| $266.02 | $167.45 | $264.73 | $157.15 | $264.73 | $157.15 | $ 159 | $ 106 | 5.3 | 18.2 |
| 870.64 | 724.34 | 1126.10 | 913.44 | 1126.10 | 913.44 | 369 | 301 | 5.6 | 6.2 |
| 284.57 | 199.14 | 308.59 | 227.59 | 308.59 | 227.59 | 296 | 226 | 22.8 | 27.0 |
| 417.71 | 301.35 | 414.05 | 282.80 | 414.05 | 282.80 | 404 | 286 | 12.5 | 16.6 |
| $393.83 | $287.65 | $438.46 | $318.13 | $438.46 | $318.13 | $ 1,228 | $ 919 | 10.7 | 14.1 |
| $561.47 | $441.36 | $650.56 | $522.20 | $650.56 | $522.20 | $2,129,143 | $1,710,619 | 6.8 | 6.9 |

## FIGURE NO. 37

TELEPHONE COMPANIES–CLASSES A, B, C AND D
SUMMARY OF SELECTED DATA–INCOME, EXPENSES, BALANCE SHEET AND STATISTICAL ITEMS

For the Calendar Years 1960, 1965, 1970-1974
(N. C. Data Only, Unless Otherwise Noted)(Dollars in 000's)

| | 1960 | 1965 | 1968 |
|---|---|---|---|
| Number of Companies Regulated | 34 | 32 | 30 |
| Number Included in this Data | 34 | 32 | 29[1] |
| Income Items (N. C. Only): | | | |
| Local Service Revenue | $ 70,625 | $ 103,540 | $ 138,760 |
| Toll Service Revenue | 53,180 | 86,630 | 129,434 |
| Miscl. Revenues Less Uncollectibles | 4,743 | 7,613 | 10,556 |
| Total Operating Revenues | $ 128,548 | $ 197,783 | $ 278,750 |
| Net Rent from/for Lease of Operating Property | | | |
| Total Operating Revenues after Rent of Operating Property | $ 128,548 | $ 197,783 | $ 278,750 |
| Expense Items: | | | |
| Maintenance | $ 19,755 | $ 31,723 | $ 44,877 |
| Depreciation | 19,051 | 32,057 | 44,351 |
| Traffic | 15,722 | 21,268 | 28,394 |
| Commercial | | | |
| General Office | | | |
| Other | 32,003 | 37,299 | 53,777 |
| Total Operating Expenses Before Taxes | $ 86,531 | $ 122,347 | $ 171,399 |
| State Taxes: | | | |
| Income Taxes | $ 2,062 | $ 3,377 | $ 4,362 |
| Gross Receipts | N. Apl. | 9,152 | 12,278 |
| Property | N. Apl. | 5,826 | 8,705 |
| Other Operating Taxes | | | |
| Total State Taxes | $ 2,062 | $ 18,355 | $ 25,345 |
| Federal Taxes: | | | |
| Income Taxes | $ 17,893 | $ 19,564 | $ 29,774 |
| Investment Credits | N.A. | 1,763 | 2,856 |
| Deferred Accelleration Depreciation | N.A. | (277) | (690) |
| Other Taxes | | | |
| Total Federal Taxes | $ 17,893 | $ 21,050 | $ 31,940 |
| Total State & Federal Taxes | $ 19,955 | $ 39,405 | $ 57,285 |
| Total Operating Expenses | $ 106,486 | $ 161,752 | $ 228,684 |
| Net Operating Revenue | $ 22,062 | $ 36,031 | $ 50,066 |
| Other Income (Deductions): | | | |
| Interest Charged to Construction | | | |
| Fixed Charges | | | |
| Other (Net) | | | |
| Total Other Income (Deductions) | | | |
| Net Income | | | |
| Balance Sheet Items (N. C. Only): | | | |
| Telephone Plant in Service | $ 431,647 | $ 690,389 | $ 969,338 |
| Less: Depreciation Reserve | 89,084 | 153,896 | 213,550 |
| Net Telephone Plant in Service | $ 342,563 | $ 536,493 | $ 755,788 |
| Telephone Plant Under Construction and Held for Future Use | | | |
| Total Net Telephone Plant | $ 342,563 | $ 536,493 | $ 755,788 |
| Balance Sheet Items (Systemwide): | | | |
| Long-Term Debt | $ 705,569 | $1,110,037 | $ 859,484 |
| Total Capitalization | $2,242,115 | $3,494,774 | $2,705,253 |
| Long-Term Debt % of Total Capitalization: | | | |
| Including Southern Bell[2] | 30.3 | 31.8 | 31.7 |
| Excluding Southern Bell[2] | 44.3 | 46.4 | 49.0 |
| Statistics (N. C. Only): | | | |
| Telephones in Service - Year End: | | | |
| Residence—Mains | 694,189 | 891,622 | 1,062,701 |
| —Extensions | 152,432 | 262,804 | 386,373 |
| Total Residence | 846,621 | 1,154,426 | 1,449,074 |
| Business—Mains | 113,949 | 140,054 | 161,202 |
| —Extensions | 81,036 | 115,478 | 135,133 |
| Total Business | 194,985 | 255,532 | 296,335 |
| Coin Operated, PBX Units & Special Services | 128,716 | 178,416 | 235,174 |
| Grand Total of all Telephones in Service | 1,170,322 | 1,588,374 | 1,980,583 |
| Average Number of Calls per Telephone: (Class A & B only) | | | |
| Local | 2,367 | 2,131 | 2,048 |
| Toll | 55 | 63 | 72 |
| Total Average Number of Employees | 10,393 | 12,324 | 15,219 |
| Total Wages & Benefits Paid Employees (Est.) | $ 47,267 | $ 68,423 | $ 93,946 |
| Average Annual Wages & Benefits Paid Employees (Actual $) | $ 4,548 | $ 5,552 | $ 6,173 |

1 Weighted Average
N.A. Not Available
N.Apl. Not Applicable

## FIGURE NO. 37—Continued

TELEPHONE COMPANIES—CLASSES A, B, C AND D
SUMMARY OF SELECTED DATA—INCOME, EXPENSES, BALANCE SHEET AND STATISTICAL ITEMS

For the Calendar Years 1960, 1965, 1968-1973
(N. C. Data Only, Unless Otherwise Noted)(Dollars in 000's)

| 1969 | 1970 | 1971 | 1972 | 1973 | 1974 | % Change, More (Less) 1973-1974 |
|---|---|---|---|---|---|---|
| 30 | 29 | 28 | 28 | 28 | 26 | |
| 30 | 29 | 28 | 28 | 28 | 25 | |
| $ 153,925 | $ 168,708 | $ 187,329 | $ 216,649 | $ 250,831 | $ 279,700 | 11.5 |
| 153,179 | 163,506 | 192,731 | 222,521 | 261,633 | 293,936 | 12.3 |
| 10,980 | 11,046 | 12,330 | 13,883 | 16,141 | 17,189 | 6.5 |
| $ 318,084 | $ 343,260 | $ 392,390 | $ 453,053 | $ 528,605 | $ 590,825 | 11.8 |
| | | | 210 | 283 | 362 | 27.9 |
| $ 318,084 | $ 343,260 | $ 392,390 | $ 452,843 | $ 528,322 | 590,463 | 11.8 |
| $ 44,752 | $ 58,878 | $ 70,752 | $ 81,970 | $ 95,830 | $ 112,948 | 17.9 |
| 49,863 | 55,898 | 63,458 | 72,423 | 82,522 | 96,633 | 17.1 |
| 25,655 | 35,179 | 39,027 | 41,467 | 46,166 | 50,031 | 8.4 |
| | | | 27,601 | 31,625 | 36,685 | 16.0 |
| | | | 18,722 | 21,048 | 23,374 | 11.1 |
| 75,984 | 65,239 | 75,433 | 28,090 | 31,862 | 34,915 | 9.6 |
| $ 196,264 | $ 215,194 | $ 248,670 | $ 270,273 | $ 309,053 | $ 354,586 | 14.7 |
| $ 4,785 | $ 4,451 | $ 4,979 | $ 5,845 | $ 6,781 | $ 7,071 | 4.3 |
| 13,799 | 14,968 | 17,012 | 19,979 | 23,310 | 25,982 | 11.5 |
| 10,251 | 11,776 | 13,285 | 16,001 | 17,216 | 20,655 | 20.0 |
| | | | 271 | 234 | 273 | 16.7 |
| $ 28,835 | $ 31,195 | $ 35,276 | $ 42,096 | $ 47,541 | 53,981 | 13.5 |
| $ 32,325 | $ 30,529 | $ 31,039 | $ 26,440 | $ 21,677 | $ 23,421 | 8.0 |
| 2,848 | 1,093 | 2,812 | 5,744 | 6,845 | 7,495 | 9.5 |
| (800) | (976) | (951) | 13,124 | 25,360 | 22,348 | (11.9) |
| | | | 5,830 | 8,075 | 9,524 | 17.9 |
| $ 34,373 | $ 30,646 | $ 32,900 | $ 51,138 | $ 61,957 | $ 62,788 | 1.3 |
| $ 63,208 | $ 61,841 | $ 68,176 | $ 93,234 | $ 109,498 | $ 116,769 | 6.6 |
| $ 259,472 | $ 277,035 | $ 316,846 | $ 363,507 | $ 418,551 | $ 471,355 | 12.6 |
| $ 58,612 | $ 66,225 | $ 75,544 | $ 89,336 | $ 109,771 | $ 119,108 | 8.5 |
| | | | $ 4,426 | $ 5,115 | 6,399 | 25.1 |
| | | | (33,843) | (42,439) | (52,934) | 24.7 |
| | | | 6,048 | 7,903 | 9,455 | 19.6 |
| | | | (23,369) | (29,421) | (37,080) | 26.0 |
| | | | $ 65,967 | $ 80,350 | $ 82,028 | 2.1 |
| $1,102,134 | $1,270,005 | $1,445,828 | $1,574,833 | $1,796,437 | $2,044,425 | 13.8 |
| 240,542 | 271,675 | 300,701 | 331,975 | 371,984 | 418,524 | 12.5 |
| $ 861,592 | $ 998,330 | $1,145,127 | $1,242,858 | $1,424,453 | $1,625,901 | 14.1 |
| | | | 56,742 | 88,880 | 84,718 | (4.7) |
| $ 861,592 | $ 998,330 | $1,145,127 | $1,299,600 | $1,513,333 | $1,710,619 | 13.0 |
| $1,044,275 | $1,363,554 | $1,595,127 | $1,834,420 | $2,338,875 | $2,593,421 | 10.9 |
| $2,887,215 | $3,506,565 | $4,160,192 | $4,742,433 | $5,498,148 | $6,288,904 | 14.4 |
| 36.2 | 38.9 | 38.3 | 38.7 | 42.5 | 41.2 | (3.1) |
| 57.3 | 49.0 | 49.2 | 47.7 | 48.8 | 48.8 | -0- |
| 1,125,666 | 1,183,560 | 1,253,008 | 1,327,293 | 1,420,894 | 1,472,820 | 3.7 |
| 436,592 | 493,942 | 560,103 | 646,791 | 746,007 | 826,648 | 10.8 |
| 1,562,258 | 1,677,502 | 1,813,111 | 1,974,084 | 2,166,901 | 2,299,468 | 6.1 |
| 173,454 | 185,393 | 196,813 | 212,107 | 231,329 | 236,234 | 2.1 |
| 147,059 | 155,616 | 165,477 | 177,528 | 188,466 | 201,193 | 6.8 |
| 320,513 | 341,009 | 362,290 | 389,635 | 419,795 | 437,427 | 4.2 |
| 250,909 | 272,202 | 289,863 | 313,697 | 349,665 | 369,783 | 5.8 |
| 2,133,680 | 2,290,713 | 2,465,264 | 2,677,416 | 2,936,361 | 3,106,678 | 5.8 |
| 1,855 | 2,101 | 1,997 | 1,985 | 1,830 | 1,867 | 2.0 |
| 70 | 85 | 102 | 106 | 103 | 104 | 1.0 |
| 16,526 | 17,791 | 18,516 | 18,893 | 19,935 | 20,146 | 1.1 |
| $ 108,143 | $ 121,531 | $ 139,550 | $ 159,816 | $ 184,791 | $ 206,008 | 11.5 |
| $ 6,544 | $ 6,831 | $ 7,537 | $ 8,459 | $ 9,270 | $ 10,226 | 10.3 |

# V. The Transportation Industry - Motor Freight Carriers

## THE TRANSPORTATION INDUSTRY — MOTOR FREIGHT CARRIERS

Motor freight carriers are divided into three groups according to average annual gross operating revenue. The history of motor freight carriers size classification is as follows:

| PERIOD | & SOURCE | GROSS OPERATING REVENUES CLASS I | CLASS II | CLASS II |
|---|---|---|---|---|
| 1963-1969 | R-2-48 (1963) | $1,000,000 or more | $200,000-$1,000,000 | $200,000 or under |
| 1970-1973 | M-100, Sub 25 (9-15-69) | $1,000,000 or more | $300,000-$1,000,000 | $300,000 or under |
| 1974- | M-100, Sub 53 (5-24-74) | $3,000,000 or more | $500,000-$3,000,000 | $500,000 or under |

The Class I and II carriers generally transport both intrastate and interstate freight while the Class III carriers predominately operate only in intrastate commerce.

There were 636 regulated motor freight carriers as of December 31, 1974, as compared to 630 on December 31, 1973.

The 63 Class I Carriers and 75 Class II Carriers, which account for over 87% of the total motor freight revenues generated in North Carolina, operated over 337 million vehicle miles in North Carolina during 1974. The vehicles of these carriers purchased and/or consumed over 86 million gallons of gasoline and diesel fuel during 1974, and paid to North Carolina over $15 Million in operating taxes and over $1 Million in state income taxes.

During 1974 the Commission granted motor freight carriers rate increases totaling approximately $8.5 Million Dollars. In addition, the carriers were allowed to collect fuel surcharges of approximately $2.5 Million Dollars during 1974 to offset increased fuel expenses brought about by the energy crisis.

The Commission issues certificates of exemption to motor carriers engaged in the transportation of commodities exempt from economic regulation either by statute or by administrative ruling of the Commission. Certificates of exemption are also issued to persons who own equipment for the purpose of leasing it. These Exemption Certificates are issued pursuant to the requirements of G.S. 62-266 and Article 2 of the Commission's Motor Carriers Rules and Regulations.

There were 11,679 outstanding exemption certificates as of December 31, 1973, and 5,286 as of December 31, 1974. The large decrease in the number of outstanding exemption certificates was the result of the Commission's updating its list to include only those active exempted carriers. As a result of this study, 6,393 certificates were found to be dormant and, therefore, were cancelled.

## DUTIES OF THE TRAFFIC-TRANSPORTATION DIVISION

### Intrastate

The Traffic-Transportation Division is charged with the economic and safety regulation of all certified motor freight carriers operating within the borders of the state. In addition, all motor freight carriers transporting commodities classified as exempt by the Commission are subject to the Commission's Motor Carrier Safety Regulations.

This division administers and enforces the Commission's insurance requirements applicable to all for-hire motor carriers except the intrastate exempt freight carriers. The insurance requirements for this latter segment of the industry are administered and enforced by the North Carolina Department of Motor Vehicles.

All applications for new authority grants, transfers of certificates, and cancellation of certificates are handled through this division. Also, all complaints relating to the quality of freight service or the lack of it are investigated by this division.

Motor carriers are required to register all tractors and trailers with this division annually. If the motor carrier is in full compliance with this Commission's insurance requirements and other regulations, certification is then made to the North Carolina Department of Motor Vehicles that the carrier is eligible to purchase license plates for the registered vehicles. During the year 1974, approximately 57,203 tractors and trailers were registered with this Commission.

### Interstate

The regulations of this Commission require that all for-hire motor carriers operating in interstate commerce over the highways of this state register their authority with this Commission; that the vehicles of such carriers be registered with this Commission annually and that the vehicles be identified with a North Carolina Utilities Commission identification stamp on the uniform cab card when operating in this state.

At December 31, 1974, approximately 7,190 interstate motor carriers were registered with this Commission. During the year, approximately 186,606 interstate vehicles operated by these carriers were registered and a like number of North Carolina identification stamps were issued.

The interstate carriers are subject to the same insurance requirements as are the intrastate motor carriers. Also, all interstate for-hire carriers are subject to the Motor Carrier Safety Regulations of the Commission.

## COMMISSION ACTIVITY

During 1973, a total of 71 or 34.5% of the Commission's 206 formal hearings were related to the trucking industry; for 1974, the number of truck hearings decreased to 70, and represented 28.1% of the 249 total formal hearings.

While many of the hearings and work of the Commission related to the trucking industry revolves around requests for new certificates, transfers, and sales of certificates, the net results of these

activities leave the total number of franchises and permits virtually unchanged. There was an increase of 1.0% in the total number of motor freight carriers in 1974 as compared to 1973. The following tabulation by type of motor carrier is illustrative:

| TYPE | 1968 | 1970 | 1971 | 1972 | 1973 | 1974 |
|---|---|---|---|---|---|---|
| Common | 523 | 530 | 541 | 530 | 529 | 525 |
| Contract | 70 | 72 | 76 | 79 | 77 | 85 |
| Common & Contract | 24 | 22 | 19 | 19 | 19 | 21 |
| Railroad Motor | 5 | 5 | 4 | 4 | 5 | 5 |
| | 622 | 629 | 640 | 632 | 630 | 636 |

Figure No. 38 shows graphically the yearly trend in vehicle miles operated for the years 1965, 1970, 1972, 1973 and 1974 by the Class I and II motor freight carriers. Vehicle miles operated in North Carolina by the Class I and II carriers decreased from 359,756,616 miles in 1973 to 337,517,502 miles in 1974 for a 6.2% decrease in 1974 over 1973.

Figure No. 39 shows graphically the yearly upward trend in operating revenues allocated to North Carolina for the Class I and II motor freight carriers. Operating revenues allocated to North Carolina operations for the Class I and II carriers increased in 1973 over 1972 by $46,175,000 or 16.7% and 1974 over 1973 by $38,155,000 or 11.8% for an all time high of over $360.5 Million. The method herein used to allocate operating revenues to North Carolina is based on miles operated in North Carolina to total miles operated. This method results in the amount allocated to North Carolina having in it both North Carolina intrastate and interstate generated revenues. For ratemaking purposes only North Carolina intrastate revenues and expenses are included. To arrive at the intrastate portion only a very detailed separations study is required. For trend studies in revenues, expenses, and operating statistics, the mileage ratio method of allocation between systemwide and North Carolina operations is useful.

Systemwide data for these same carriers shows an increase for 1974 over 1973 of 11.4% in operating revenues and an increase of 11.3% in operating expenses, resulting in an operating ratio for 1974 of 93.4%. The operating ratio is the percent relationship of total operating expenses to total operating revenues - the lower the operating ratio, the more profitable the operation.

A list of the Class I and II motor freight carriers, with selected operating financial data, is shown on Figure Nos. 40 and 41. The size grouping classifications of the motor freight carriers were changed effective for the calendar year 1974 in compliance with the Uniform System of Accounts adopted by the Interstate Commerce Commission. The change in size groupings are reflected in the number of carriers and the data shown in these schedules. All group total data shown in prior editions of this report is no longer representative of the new size classification grouping totals. Data for 463 of the 498 Class III motor freight carriers is listed on Figure No. 42.

Additional statistical data for all Class I And II motor freight carriers operating in North Carolina is shown on Figure No. 43. This statistical data includes only the Class I and II carriers since these carriers, even though minor in the total number of carriers under regulation in North Carolina, account for over 87% of freight revenues received by the regulated motor freight industry.

## FIGURE NO. 38

MOTOR FREIGHT CARRIERS—CLASS I & II
Vehicle Miles Operated in North Carolina
For the Calendar Years 1965, 1970, 1972, 1973 & 1974

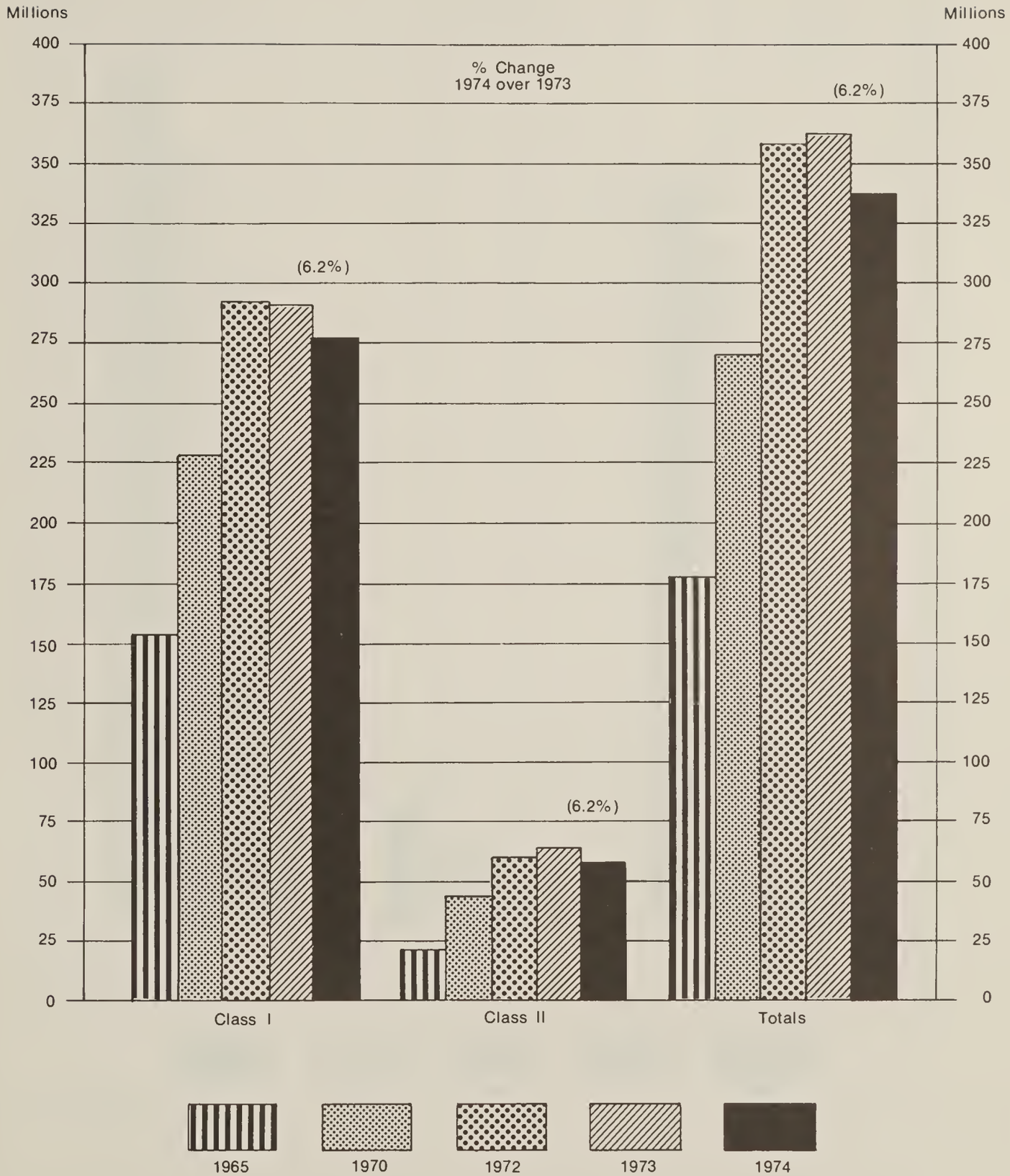
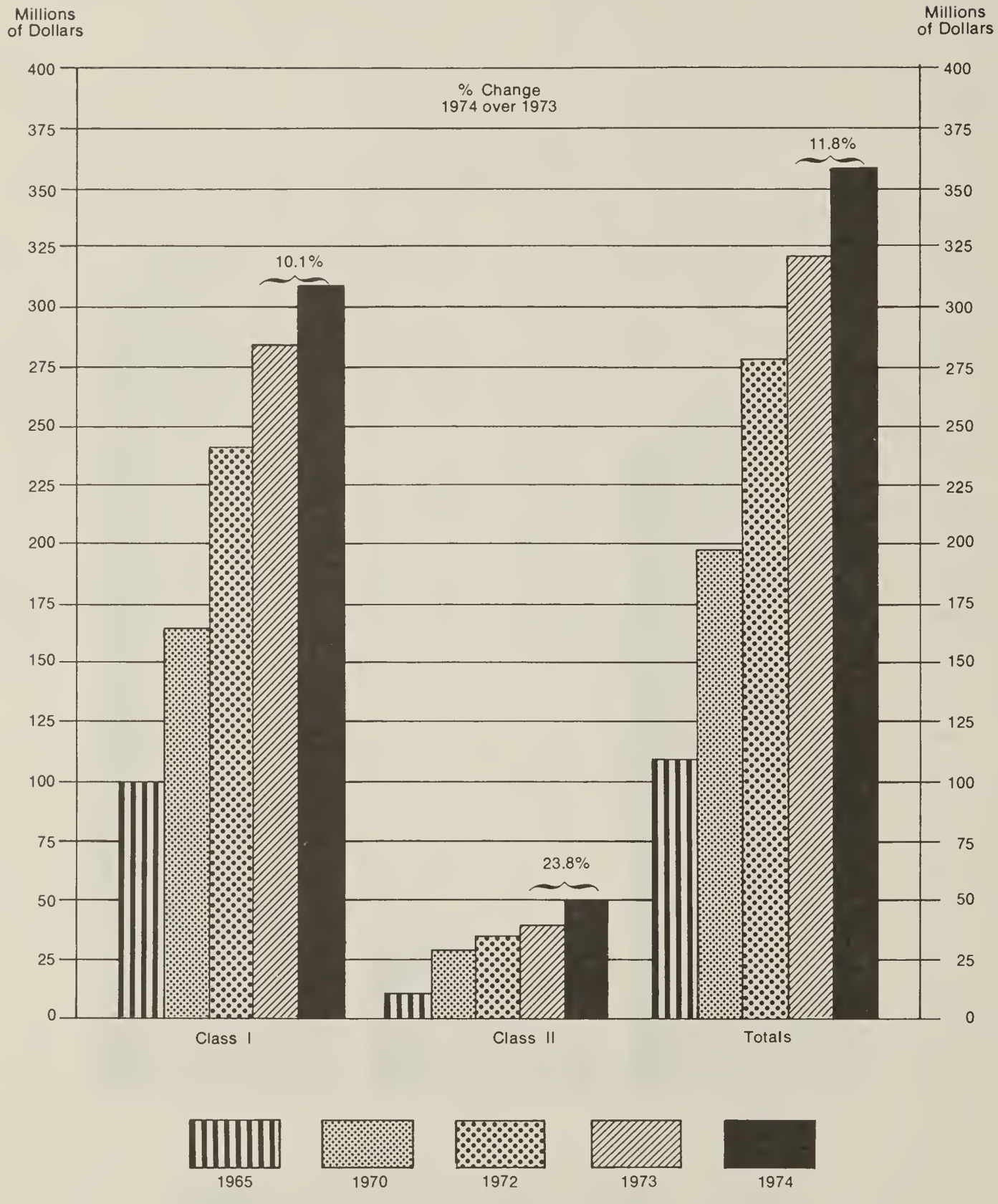


FIGURE NO. 39

MOTOR FREIGHT CARRIERS—CLASS I & II
Operating Revenues Allocated to North Carolina
For the Calendar Years 1965, 1970, 1972, 1973 & 1974



## FIGURE NO. 40

MOTOR FREIGHT CARRIERS—CLASS I
Income, Expenses, Operating Ratio and Net Income Data for the Years Ended
December 31, 1960, 1965, 1970, 1972-1974 (North Carolina and Total System)
(Dollars in 000's)

| | Operating Revenues in North Carolina | | | | | |
|---|---|---|---|---|---|---|
| | 1960 | 1965 | 1970 | 1972 | 1973 | 1974 |
| Akers Motor Lines, Inc. | $ 3,458 | $ 5,577 | $ 7,740 | $ 9,076 | $ 9,742 | $ 9,174 |
| Arkansas-Best Freight System, Inc. | 1,533 | 2,240 | 82 | 3,308 | 3,513 | 3,975 |
| Associated Petroleum Carriers, Inc. | 1,776 | 1,767 | 2,856 | 3,906 | 3,873 | 3,588 |
| Barnes Truck Lines, Inc. | 445 | 507 | 1,059 | 1,746 | 1,874 | 2,556 |
| Billings Transfer Corp., Inc. | 270 | 460 | 879 | 1,089 | 1,227 | 1,299 |
| Boone, A. G., Company, The | 1,920 | 2,449 | 3,470 | 5,633 | 5,361 | 5,461 |
| Builders Transport, Inc. | x | x | x | x | x | x |
| Burris Express, Inc. | 1,978 | 3,241 | 2,812 | 4,006 | 4,381 | 4,232 |
| Burton Lines, Inc. | 224 | 305 | 1,189 | 777 | 914 | 981 |
| Byrd Motor Lines, Inc. | -0- | 186 | 447 | 554 | 511 | Na |
| Carolina Delivery Service Co., Inc. | 965 | 1,047 | 2,306 | 2,711 | 3,330 | Na |
| Carolina Freight Carriers Corp. | 2,687 | 5,911 | 9,584 | 14,575 | 17,417 | 16,913 |
| Central Motor Lines, Inc. | 3,387 | 4,783 | 5,677 | 6,953 | 7,263 | 9,762 |
| Central Transport, Inc. | x | 429 | 1,279 | 1,093 | 1,123 | 1,431 |
| Chemical Leaman Tank Lines, Inc. | 3,469 | Na | 415 | 5,464 | 5,501 | 6,275 |
| Colonial Motor Freight Line, Inc. | 715 | 872 | 1,503 | 1,860 | 2,486 | 2,698 |
| DeHart Motor Lines, Inc. | 305 | 428 | 441 | 1,896 | 1,091 | 960 |
| Epes Transport System, Inc. | 1,527 | 1,485 | 2,080 | 2,802 | 3,017 | 3,836 |
| Estes Express Lines | 1,093 | 2,155 | 5,099 | 6,868 | 8,021 | 8,700 |
| Fernstrom Storage & Van Co. | x | x | 199 | 277 | 256 | 339 |
| Fleet Transport Co., Inc. | x | x | 93 | 391 | 709 | 381 |
| Forbes Transfer Co., Inc. | 321 | 551 | 1,166 | 1,320 | 1,445 | 1,729 |
| Fredrickson Motor Express Corp. | 2,809 | 4,540 | 7,756 | 10,298 | 10,994 | 8,881 |
| Glosson Motor Lines, Inc. | x | x | 1,153 | 1,403 | 1,450 | 1,640 |
| Goldston, Inc. | 160 | 360 | 866 | 1,577 | 1,694 | 1,974 |
| Guignard Freight Lines, Inc. | x | 269 | 643 | 650 | 728 | 727 |
| Harper Motor Lines, Inc. | 421 | 494 | 638 | 654 | 1,046 | 1,480 |
| Hemingway Transport, Inc. | 2,202 | Na | 270 | 7,135 | 7,796 | 7,921 |
| Hennis Freight Line, Inc. | 3,221 | 7,672 | 9,409 | 9,199 | 10,130 | 11,186 |
| Holly Farms Poultry Industries | 148 | 430 | 484 | 600 | 655 | 1,063 |
| Home Transportation Co. | x | x | 578 | 688 | 791 | 975 |
| Johnson, Bruce, Trucking Co., Inc. | 155 | 218 | 493 | 779 | 1,211 | 1,609 |
| Johnson Motor Lines, Inc. | 2,310 | 4,928 | 7,584 | 9,660 | 10,598 | 11,929 |
| Kenosha Auto Transport Corp. | x | x | x | 222 | 152 | 192 |
| Laney Tank Lines, Inc. | 274 | 271 | 558 | 949 | 378 | 344 |
| McLean Trucking Co. | 4,881 | 7,347 | 12,819 | 27,368 | 31,039 | 32,429 |
| Mitchell Transport, Inc. | x | 103 | 35 | 223 | 291 | 248 |
| Morgan Drive Away, Inc. | 27 | 278 | 126 | 1,218 | 1,220 | 971 |
| Moss Trucking Co., Inc. | 171 | 477 | 948 | 1,350 | 1,613 | 2,031 |
| Motor Convoy, Inc., The | x | x | 2,226 | 2,514 | 2,709 | 2,796 |
| Murrow's Transfer, Inc. | 180 | 361 | 496 | 873 | 1,064 | 313 |
| National Freight, Inc. | 252 | 453 | 1,261 | 2,005 | 2,057 | 3,250 |
| National Trailer Convoy, Inc. | 65 | 247 | 378 | 67 | 433 | 376 |
| O'Boyle Tank Lines, Inc. | 291 | 583 | 404 | 393 | 310 | 302 |
| Old Dominion Freight Line | x | 3,202 | 5,475 | 5,944 | 6,726 | 7,130 |
| Oliver Trucking Co., Inc. | Na | 73 | 322 | 441 | 1 | Na |
| Overnite Transportation Co. | 8,670 | 12,230 | 19,434 | 22,681 | 28,854 | 31,324 |
| Pilot Freight Carriers, Inc. | 4,160 | 6,687 | 1,176 | 1,283 | 1,628 | 13,113 |
| Puralator Courier Corp. | Na | Na | 476 | 932 | 1,285 | 990 |
| R.C. Motor Lines, Inc. | 842 | 2,842 | 3,657 | 2,471 | 2,699 | 2,718 |
| Redwing Carriers, Inc. | x | —0— | —0— | 447 | —0— | —0— |
| S. & W. Motor Lines, Inc. | 497 | 841 | 1,094 | 1,318 | 1,405 | 1,493 |
| Schwerman Trucking Co. | 101 | Na | 952 | 919 | 932 | 786 |
| Seacoast Transport Co., The | x | 47 | 22 | 55 | 81 | 79 |
| Signal Delivery Service, Inc. | x | x | 1,760 | 4,202 | 4,823 | 5,363 |
| Standard Trucking Co. | 1,504 | 2,947 | 5,587 | 6,604 | 7,316 | 8,296 |
| Superior Trucking Co., Inc. | x | 32 | 1,125 | 1,074 | 1,132 | 1,415 |
| Textile Motor Freight, Inc. | 181 | 314 | 384 | 436 | 526 | 619 |
| Thurston Motor Lines, Inc. | 3,853 | 6,704 | 11,872 | 4,007 | 15,604 | 17,161 |
| Transit Homes, Inc. | 3 | 21 | 482 | 590 | 457 | 436 |
| United Parcel Service, Inc. | x | x | 14,401 | 29,366 | 33,691 | 38,562 |
| Vance Trucking Co., Inc. | 488 | 662 | 470 | 583 | 703 | 901 |
| Wilson Freight Co. | x | x | 357 | 707 | 2,428 | 2,866 |
| Totals (63 carriers listed above) | $63,939 | $100,026 | $168,547 | $240,190 | $281,705 | $310,179 |

Na Not available
x Not in operation

## FIGURE NO. 40—Continued

MOTOR FREIGHT CARRIERS—CLASS I
Income, Expenses, Operating Ratio and Net Income Data for the Years Ended
December 31, 1960, 1965, 1970, 1972-1974 (North Carolina and Total System)
(Dollars in 000's)

| | Total Operating Revenues | | | | | |
|---|---|---|---|---|---|---|
| | 1960 | 1965 | 1970 | 1972 | 1973 | 1974 |
| Akers Motor Lines, Inc. | $ 18,482 | $ 28,767 | $ 36,004 | $ 42,894 | $ 48,131 | $ 47,287 |
| Arkansas-Best Freight System, Inc. | 4,686 | 7,045 | 10,236 | 70,701 | 80,993 | 88,782 |
| Associated Petroleum Carriers, Inc. | 6,505 | 7,411 | 11,768 | 14,942 | 17,540 | 18,960 |
| Barnes Truck Lines, Inc. | 1,133 | 1,517 | 2,807 | 4,261 | 6,107 | 6,933 |
| Billings Transfer Corp., Inc. | 1,043 | 1,606 | 3,174 | 3,778 | 4,233 | 4,408 |
| Boone, A. G., Company, The | 3,421 | 4,532 | 6,212 | 9,002 | 8,780 | 8,895 |
| Builders Transport, Inc. | x | x | x | x | 7,103 | 7,807 |
| Burris Express, Inc. | 1,978 | 3,241 | 2,812 | 4,006 | 4,381 | 4,232 |
| Burton Lines, Inc. | 402 | 702 | 2,477 | 2,793 | 3,131 | 3,748 |
| Byrd Motor Lines, Inc. | 611 | 1,341 | 2,882 | 3,096 | 3,008 | 3,169 |
| Carolina Delivery Service Co., Inc. | 1,160 | 1,442 | 2,849 | 3,432 | 4,215 | 3,860 |
| Carolina Freight Carriers Corp. | 15,730 | 29,881 | 60,428 | 78,571 | 88,864 | 110,540 |
| Central Motor Lines, Inc. | 12,668 | 18,630 | 21,284 | 25,585 | 26,270 | 25,851 |
| Central Transport, Inc. | x | 587 | 2,063 | 4,216 | 5,252 | 7,727 |
| Chemical Leaman Tank Lines, Inc. | 32,572 | Na | 79,735 | 91,722 | 103,069 | 116,098 |
| Colonial Motor Freight Line, Inc. | 1,636 | 3,474 | 4,962 | 6,142 | 6,855 | 7,423 |
| DeHart Motor Lines, Inc. | 793 | 1,152 | 1,496 | 5,301 | 3,948 | 3,327 |
| Epes Transport System, Inc. | 3,058 | 3,190 | 4,682 | 6,565 | 7,397 | 9,186 |
| Estes Express Lines | 1,382 | 2,536 | 9,092 | 12,408 | 14,308 | 15,626 |
| Fernstrom Storage & Van Co. | x | x | 8,172 | 9,517 | 8,988 | 10,575 |
| Fleet Transport Co., Inc. | x | x | 13,851 | 18,804 | 24,398 | 35,909 |
| Forbes Transfer Co., Inc. | 758 | 1,087 | 2,235 | 3,032 | 3,145 | 3,371 |
| Fredrickson Motor Express Corp. | 2,809 | 4,540 | 8,938 | 10,822 | 11,580 | 9,413 |
| Glossoh Motor Lines, Inc. | x | x | 6,345 | 6,972 | 7,274 | 7,738 |
| Goldston, Inc. | 594 | 1,293 | 3,134 | 5,105 | 6,952 | 7,518 |
| Guignard Freight Lines, Inc. | x | 1,097 | 2,048 | 2,617 | 3,066 | 3,348 |
| Harper Motor Lines, Inc. | 3,860 | 7,020 | 8,324 | 6,920 | 8,708 | 12,653 |
| Hemingway Transport, Inc. | 4,113 | Na | 49,561 | 57,536 | 61,870 | 63,532 |
| Hennis Freight Line, Inc. | 20,839 | 50,943 | 58,491 | 61,300 | 69,603 | 72,226 |
| Holly Farms Poultry Industries | 770 | 1,400 | 3,751 | 4,179 | 4,060 | 5,084 |
| Home Transportation Co. | x | x | 11,453 | 12,977 | 16,474 | 18,602 |
| Johnson, Bruce, Trucking Co., Inc. | 467 | 563 | 1,396 | 2,428 | 3,129 | 4,465 |
| Johnson Motor Lines, Inc. | 10,082 | 28,038 | 40,302 | 55,852 | 63,567 | 66,330 |
| Kenosha Auto Transport Corp. | x | x | x | 27,560 | 33,269 | 35,179 |
| Laney Tank Lines, Inc. | 935 | 990 | 1,769 | 2,589 | 3,746 | 4,055 |
| McLean Trucking Co. | 34,566 | 69,078 | 156,650 | 208,990 | 252,805 | 280,998 |
| Mitchell Transport, Inc. | x | 10,240 | 13,438 | 15,283 | 18,948 | 19,048 |
| Morgan Drive Away, Inc. | 5,633 | 13,701 | 27,014 | 39,371 | 38,379 | 32,915 |
| Moss Trucking Co., Inc. | 582 | 1,535 | 4,080 | 5,426 | 6,669 | 7,788 |
| Motor Convoy, Inc., The | x | x | 11,593 | 14,876 | 16,976 | 15,726 |
| Murrow's Transfer, Inc. | 468 | 1,185 | 1,850 | 3,141 | 3,547 | 3,815 |
| National Freight, Inc. | 1,433 | 2,567 | 6,418 | 8,053 | 7,968 | 40,563 |
| National Trailer Convoy, Inc. | 5,445 | 12,847 | 18,019 | 24,642 | 27,206 | 26,024 |
| O'Boyle Tank Lines, Inc. | 871 | 5,838 | 9,980 | 11,125 | 12,962 | 12,710 |
| Old Dominion Freight Line | x | 4,826 | 10,729 | 15,284 | 17,289 | 18,548 |
| Oliver Trucking Co., Inc. | 892 | 801 | 2,757 | 3,392 | 2,546 | 3,116 |
| Overnite Transportation Co. | 22,007 | 30,667 | 53,924 | 78,913 | 91,426 | 101,799 |
| Pilot Freight Carriers, Inc. | 15,697 | 23,942 | 38,747 | 64,403 | 77,972 | 52,624 |
| Puralator Courier Corp. | Na | Na | 31,326 | 49,038 | 64,246 | 82,015 |
| R.C. Motor Lines, Inc. | 10,042 | 16,760 | 20,428 | 21,825 | 21,479 | 22,973 |
| Redwing Carriers, Inc. | x | Na | 6,379 | 8,244 | 11,082 | 13,396 |
| S. & W. Motor Lines, Inc. | 1,819 | 3,266 | 4,158 | 4,817 | 5,003 | 5,158 |
| Schwerman Trucking Co. | 101 | Na | 41,940 | 46,756 | 56,505 | 61,179 |
| Seacoast Transport Co., The | x | 1,645 | 3,006 | 2,740 | 3,575 | 3,290 |
| Signal Delivery Service, Inc. | x | x | 50,357 | 83,811 | 101,026 | 110,318 |
| Standard Trucking Co. | 2,873 | 5,793 | 9,327 | 12,652 | 14,015 | 14,963 |
| Superior Trucking Co., Inc. | x | 7,044 | 12,430 | 13,467 | 14,752 | 18,746 |
| Textile Motor Freight, Inc. | 1,279 | 1,891 | 2,528 | 2,877 | 3,524 | 4,232 |
| Thurston Motor Lines, Inc. | 6,539 | 13,549 | 30,813 | 38,115 | 40,175 | 44,005 |
| Transit Homes, Inc. | 1,001 | 5,330 | 8,032 | 7,893 | 8,264 | 8,547 |
| United Parcel Service, Inc. | x | x | 393,162 | 651,690 | 764,524 | 874,130 |
| Vance Trucking Co., Inc. | 1,173 | 1,673 | 1,815 | 2,540 | 3,247 | 4,162 |
| Wilson Freight Co. | x | x | 54,146 | 70,686 | 82,777 | 93,968 |
| Totals (63 carriers listed above) | $264,908 | $448,203 | $1,509,779 | $2,187,675 | $2,542,301 | $2,820,613 |

Na Not available
x Not in operation

## FIGURE NO. 40—Continued

MOTOR FREIGHT CARRIERS—CLASS I
Income, Expenses, Operating Ratio and Net Income Data for the Years Ended
December 31, 1960, 1965, 1970, 1972-1974 (North Carolina and Total System)
(Dollars in 000's)

| | Total Operating Expenses | | | | | |
|---|---|---|---|---|---|---|
| | 1960 | 1965 | 1970 | 1972 | 1973 | 1974 |
| Akers Motor Lines, Inc. | $ 17,911 | $ 26,105 | $ 34,306 | $ 41,382 | $ 47,361 | $ 47,195 |
| Arkansas-Best Freight System, Inc. | 4,602 | 6,806 | 10,222 | 63,661 | 72,973 | 81,360 |
| Associated Petroleum Carriers, Inc. | 6,472 | 7,403 | 11,754 | 14,968 | 17,363 | 18,939 |
| Barnes Truck Lines, Inc. | 1,049 | 1,341 | 2,322 | 3,667 | 5,405 | 6,269 |
| Billings Transfer Corp., Inc. | 966 | 1,390 | 2,993 | 3,584 | 3,955 | 4,126 |
| Boone, A. G., Company, The | 2,946 | 4,190 | 5,957 | 8,691 | 8,845 | 8,680 |
| Builders Transport, Inc. | x | x | x | x | 6,496 | 7,343 |
| Burris Express, Inc. | 1,976 | 3,160 | 3,021 | 3,718 | 4,441 | 4,242 |
| Burton Lines, Inc. | 395 | 649 | 2,402 | 2,706 | 3,026 | 3,557 |
| Byrd Motor Lines, Inc. | 474 | 1,216 | 2,761 | 3,055 | 2,789 | 3,084 |
| Carolina Delivery Service Co., Inc. | 1,105 | 1,467 | 2,827 | 3,327 | 4,194 | 3,799 |
| Carolina Freight Carriers Corp. | 15,370 | 27,807 | 56,521 | 72,615 | 84,276 | 105,379 |
| Central Motor Lines, Inc. | 11,934 | 18,060 | 21,135 | 25,229 | 26,804 | 27,002 |
| Central Transport, Inc. | x | 481 | 1,841 | 3,468 | 4,687 | 6,555 |
| Chemical Leaman Tank Lines, Inc. | 30,911 | Na | 77,311 | 85,468 | 96,974 | 107,182 |
| Colonial Motor Freight Line, Inc. | 1,547 | 3,020 | 4,498 | 5,513 | 6,126 | 6,486 |
| DeHart Motor Lines, Inc. | 808 | 1,104 | 1,452 | 5,320 | 4,206 | 3,529 |
| Epes Transport System, Inc. | 2,949 | 3,082 | 4,548 | 6,133 | 6,897 | 8,668 |
| Estes Express Lines | 1,327 | 2,422 | 8,323 | 10,900 | 12,866 | 13,640 |
| Fernstrom Storage & Van Co. | x | x | 8,556 | 9,955 | 9,600 | 10,832 |
| Fleet Transport Co., Inc. | x | x | 13,363 | 17,682 | 23,173 | 25,778 |
| Forbes Transfer Co., Inc. | 745 | 1,040 | 2,144 | 2,933 | 3,040 | 3,221 |
| Fredrickson Motor Express Corp. | 2,600 | 4,232 | 7,612 | 9,773 | 10,652 | 9,481 |
| Glosson Motor Lines, Inc. | x | x | 5,718 | 6,337 | 7,176 | 7,303 |
| Goldston, Inc. | 536 | 1,130 | 2,988 | 4,696 | 6,707 | 7,707 |
| Guignard Freight Lines, Inc. | x | 977 | 1,814 | 2,334 | 2,736 | 3,061 |
| Harper Motor Lines, Inc. | 3,813 | 6,545 | 9,946 | 6,536 | 7,518 | 11,498 |
| Hemingway Transport, Inc. | 3,996 | Na | 48,277 | 55,247 | 62,151 | 62,688 |
| Hennis Freight Line, Inc. | 19,612 | 48,756 | 63,117 | 61,585 | 67,990 | 69,658 |
| Holly Farms Poultry Industries | 667 | 1,271 | 3,787 | 4,107 | 4,194 | 4,969 |
| Home Transportation Co. | x | x | 10,856 | 12,127 | 15,530 | 17,690 |
| Johnson, Bruce, Trucking Co., Inc. | 425 | 592 | 1,246 | 2,113 | 2,719 | 4,122 |
| Johnson Motor Lines, Inc. | 10,657 | 26,014 | 38,444 | 53,273 | 61,747 | 65,549 |
| Kenosha Auto Transport Corp. | x | x | x | 26,988 | 32,783 | 35,355 |
| Laney Tank Lines, Inc. | 746 | 825 | 1,512 | 2,182 | 3,239 | 3,503 |
| McLean Trucking Co. | 34,114 | 65,007 | 148,568 | 192,805 | 235,576 | 262,042 |
| Mitchell Transport, Inc. | x | 9,473 | 13,565 | 14,249 | 17,188 | 17,902 |
| Morgan Drive Away, Inc. | 5,308 | 2,504 | 24,583 | 36,349 | 36,710 | 31,295 |
| Moss Trucking Co., Inc. | 569 | 1,515 | 3,777 | 4,917 | 6,141 | 7,237 |
| Motor Convoy, Inc., The | x | x | 11,699 | 14,586 | 16,637 | 15,670 |
| Murrow's Transfer, Inc. | 445 | 1,128 | 1,748 | 2,936 | 3,509 | 3,715 |
| National Freight, Inc. | 1,406 | 2,488 | 8,210 | 7,914 | 8,449 | 40,861 |
| National Trailer Convoy, Inc. | 5,294 | 11,941 | 16,467 | 23,939 | 27,164 | 25,218 |
| O'Boyle Tank Lines, Inc. | 836 | 5,654 | 9,593 | 10,485 | 12,696 | 12,307 |
| Old Dominion Freight Line | x | 4,629 | 10,040 | 13,713 | 15,819 | 16,949 |
| Oliver Trucking Co., Inc. | 926 | 743 | 2,720 | 3,331 | 2,311 | 2,694 |
| Overnite Transportation Co. | 20,869 | 26,537 | 45,380 | 62,029 | 74,998 | 84,435 |
| Pilot Freight Carriers, Inc. | 15,296 | 23,104 | 36,580 | 60,371 | 74,804 | 58,668 |
| Puralator Courier Corp. | Na | Na | 28,892 | 41,922 | 55,639 | 70,817 |
| R.C. Motor Lines, Inc. | 9,848 | 16,430 | 19,987 | 22,304 | 22,754 | 22,613 |
| Redwing Carriers, Inc. | x | Na | 6,365 | 8,588 | 10,732 | 12,681 |
| S. & W. Motor Lines, Inc. | 1,758 | 3,061 | 3,914 | 4,554 | 4,752 | 5,162 |
| Schwerman Trucking Co. | 79 | Na | 40,231 | 44,468 | 52,677 | 58,862 |
| Seacoast Transport Co., The | x | 1,683 | 3,205 | 3,028 | 3,543 | 3,638 |
| Signal Delivery Service, Inc. | x | x | 47,750 | 78,401 | 93,868 | 102,914 |
| Standard Trucking Co. | 2,861 | 5,394 | 8,581 | 10,831 | 12,503 | 13,618 |
| Superior Trucking Co., Inc. | x | 6,142 | 11,304 | 12,267 | 13,590 | 17,271 |
| Textile Motor Freight, Inc. | 1,304 | 1,861 | 2,398 | 2,732 | 3,249 | 4,024 |
| Thurston Motor Lines, Inc. | 6,062 | 12,455 | 28,546 | 32,832 | 36,257 | 38,291 |
| Transit Homes, Inc. | 992 | 4,792 | 7,462 | 7,529 | 8,120 | 8,349 |
| United Parcel Service, Inc. | x | x | 370,216 | 605,341 | 704,470 | 791,591 |
| Vance Trucking Co., Inc. | 1,157 | 1,611 | 1,794 | 2,408 | 3,049 | 3,951 |
| Wilson Freight Co. | x | x | 51,624 | 67,140 | 77,745 | 88,306 |
| Totals (63 carriers listed above) | $ 255,663 | $ 409,237 | $1,438,773 | $2,033,242 | $2,375,589 | $2,630,531 |

Na Not available
x Not in operation

## FIGURE NO. 40—Continued

MOTOR FREIGHT CARRIERS—CLASS I
Income, Expenses, Operating Ratio and Net Income Data for the Years Ended
December 31, 1960, 1965, 1970, 1972-1974 (North Carolina and Total System)
(Dollars in 000's)

| | Operating Ratios (%) — Total System | | | | | |
|---|---|---|---|---|---|---|
| | 1960 | 1965 | 1970 | 1972 | 1973 | 1974 |
| Akers Motor Lines, Inc. $ | 96.9 | 90.7 | 95.3 | 96.5 | 98.4 | 99.8 |
| Arkansas-Best Freight System, Inc. | 98.2 | 96.6 | 99.9 | 90.0 | 90.1 | 91.6 |
| Associated Petroleum Carriers, Inc. | 99.5 | 99.8 | 99.9 | 100.2 | 99.0 | 99.9 |
| Barnes Truck Lines, Inc. | 92.5 | 88.4 | 82.7 | 86.1 | 88.5 | 90.4 |
| Billings Transfer Corp., Inc. | 92.7 | 86.5 | 94.3 | 94.9 | 93.4 | 93.6 |
| Boone, A. G., Company, The | 86.1 | 92.4 | 95.9 | 96.6 | 100.7 | 97.6 |
| Builders Transport, Inc. | x | x | x | x | 91.4 | Na |
| Burris Express, Inc. | 99.8 | 97.5 | 107.4 | 92.8 | 101.4 | 100.2 |
| Burton Lines, Inc. | 98.3 | 92.4 | 96.9 | 96.9 | 96.6 | 94.9 |
| Byrd Motor Lines, Inc. | 77.6 | 90.7 | 95.8 | 98.7 | 92.7 | 97.3 |
| Carolina Delivery Service Co., Inc. | 97.6 | 101.7 | 99.3 | 97.0 | 99.5 | 98.4 |
| Carolina Freight Carriers Corp. | 97.7 | 93.1 | 93.5 | 92.4 | 94.8 | 95.3 |
| Central Motor Lines, Inc. | 94.2 | 96.9 | 99.3 | 98.6 | 102.0 | 104.5 |
| Central Transport, Inc. | x | 81.9 | 89.2 | 82.3 | 89.2 | 84.8 |
| Chemical Leaman Tank Lines, Inc. | 94.9 | Na | 97.0 | 93.2 | 94.1 | 92.3 |
| Colonial Motor Freight Line, Inc. | 94.6 | 86.9 | 90.7 | 89.8 | 89.4 | 87.4 |
| DeHart Motor Lines, Inc. | 101.8 | 95.7 | 97.1 | 100.4 | 106.5 | 106.1 |
| Epes Transport System, Inc. | 96.4 | 96.6 | 97.1 | 93.4 | 93.2 | 94.4 |
| Estes Express Lines | x | 95.5 | 91.5 | 87.8 | 89.9 | 87.3 |
| Fernstrom Storage & Van Co. | x | x | 104.7 | 104.6 | 106.8 | 102.4 |
| Fleet Transport Co., Inc. | x | x | 96.5 | 94.0 | 95.0 | 100.5 |
| Forbes Transfer Co., Inc. | 98.4 | 95.7 | 95.9 | 96.7 | 96.7 | 104.7 |
| Fredrickson Motor Express Corp. | 92.6 | 93.2 | 93.5 | 90.3 | 92.0 | 99.3 |
| Glosson Motor Lines, Inc. | x | x | 90.1 | 90.9 | 98.7 | 106.0 |
| Goldston, Inc. | 90.2 | 87.4 | 95.3 | 92.0 | 96.5 | 97.5 |
| Guignard Freight Lines, Inc. | x | 89.0 | 88.5 | 89.2 | 89.2 | 109.4 |
| Harper Motor Lines, Inc. | 98.8 | 93.2 | 112.7 | 94.5 | 86.3 | 110.0 |
| Hemingway Transport, Inc. | 97.2 | Na | 97.4 | 96.0 | 100.5 | 101.3 |
| Hennis Freight Line, Inc. | 94.1 | 95.7 | 107.9 | 100.5 | 97.7 | 103.7 |
| Holly Farms Poultry Industries | 86.7 | 90.8 | 101.0 | 98.3 | 103.3 | 102.3 |
| Home Transportation Co. | x | x | 94.9 | 93.4 | 94.3 | 105.2 |
| Johnson, Bruce, Trucking Co., Inc. | 91.0 | 105.2 | 89.2 | 87.0 | 86.9 | 108.3 |
| Johnson Motor Lines, Inc. | 105.6 | 92.8 | 95.4 | 95.4 | 97.1 | 101.2 |
| Kenosha Auto Transport Corp. | x | x | x | 97.9 | 98.5 | 99.5 |
| Laney Tank Lines, Inc. | 80.0 | 83.4 | 85.5 | 84.3 | 86.5 | 115.8 |
| McLean Trucking Co. | 98.6 | 94.1 | 94.8 | 92.3 | 93.2 | 107.2 |
| Mitchell Transport, Inc. | x | 92.5 | 100.9 | 93.2 | 90.7 | 106.4 |
| Morgan Drive Away, Inc. | 94.2 | 91.2 | 91.0 | 92.3 | 95.7 | 105.2 |
| Moss Trucking Co., Inc. | 97.8 | 98.7 | 92.6 | 90.6 | 92.1 | 107.6 |
| Motor Convoy, Inc., The | x | x | 100.9 | 98.1 | 98.0 | 100.4 |
| Murrow's Transfer, Inc. | 95.1 | 95.2 | 94.5 | 93.5 | 98.9 | 102.7 |
| National Freight, Inc. | 98.0 | 96.9 | 96.8 | 98.3 | 106.0 | 100.7 |
| National Trailer Convoy, Inc. | 97.2 | 92.9 | 91.4 | 97.2 | 99.8 | 96.9 |
| O'Boyle Tank Lines, Inc. | 95.9 | 96.8 | 96.1 | 94.2 | 97.9 | 96.8 |
| Old Dominion Freight Line | x | 95.9 | 93.6 | 89.7 | 91.5 | 91.4 |
| Oliver Trucking Co., Inc. | 103.8 | 92.7 | 98.7 | 98.2 | 90.8 | 86.5 |
| Overnite Transportation Co. | 94.8 | 86.5 | 84.2 | 78.6 | 82.0 | 82.9 |
| Pilot Freight Carriers, Inc. | 94.4 | 96.5 | 94.4 | 93.7 | 95.9 | 111.5 |
| Puralator Courier Corp. | Na | Na | 92.2 | 85.5 | 86.6 | 86.3 |
| R.C. Motor Lines, Inc. | 98.0 | 98.0 | 97.8 | 102.2 | 105.9 | 98.4 |
| Redwing Carriers, Inc. | x | Na | 99.8 | 104.2 | 96.8 | 94.7 |
| S. & W. Motor Lines, Inc. | 96.6 | 93.7 | 94.1 | 94.5 | 95.0 | 100.1 |
| Schwerman Trucking Co. | 98.6 | Na | 95.9 | 95.1 | 93.2 | 96.2 |
| Seacoast Transport Co., The | x | 102.3 | 106.6 | 110.5 | 99.1 | 110.6 |
| Signal Delivery Service, Inc. | x | x | 94.8 | 93.5 | 92.9 | 93.3 |
| Standard Trucking Co. | 91.6 | 93.1 | 92.0 | 85.6 | 89.2 | 91.0 |
| Superior Trucking Co., Inc. | x | 87.2 | 90.9 | 91.1 | 92.1 | 92.1 |
| Textile Motor Freight, Inc. | 101.4 | 98.4 | 94.8 | 94.9 | 92.2 | 95.1 |
| Thurston Motor Lines, Inc. | 92.7 | 91.9 | 92.6 | 86.1 | 90.2 | 87.0 |
| Transit Homes, Inc. | 99.0 | 89.9 | 92.9 | 95.4 | 98.3 | 97.7 |
| United Parcel Service, Inc. | x | x | 94.2 | 92.9 | 92.1 | 90.6 |
| Vance Trucking Co., Inc. | 98.6 | 96.3 | 98.9 | 94.8 | 93.9 | 94.9 |
| Wilson Freight Co. | x | x | 95.3 | 95.0 | 93.9 | 94.0 |
| Totals (63 carriers listed above) | 96.5% | 91.3% | 95.3% | 92.9% | 93.4% | 93.3% |

Na Not available
x Not in operation

## FIGURE NO. 40—Continued

MOTOR FREIGHT CARRIERS—CLASS I
Income, Expenses, Operating Ratio and Net Income Data for the Years Ended
December 31, 1960, 1965, 1970, 1972-1974 (North Carolina and Total System)
(Dollars in 000's)

| | Net Operating Revenues—Total System | | | | | |
|---|---|---|---|---|---|---|
| | 1960 | 1965 | 1970 | 1972 | 1973 | 1974 |
| Akers Motor Lines, Inc. | $ 571 | $ 2,662 | $ 1,698 | $ 1,512 | $ 770 | $ 92 |
| Arkansas-Best Freight System, Inc. | 84 | 239 | 14 | 7,040 | 8,020 | 7,422 |
| Associated Petroleum Carriers, Inc. | 33 | 8 | 14 | (26) | 177 | 21 |
| Barnes Truck Lines, Inc. | 84 | 176 | 485 | 594 | 702 | 664 |
| Billings Transfer Corp., Inc. | 77 | 216 | 181 | 194 | 278 | 282 |
| Boone, A. G., Company, The | 475 | 342 | 255 | 311 | (65) | 215 |
| Builders Transport, Inc. | x | x | x | x | 607 | 464 |
| Burris Express, Inc. | 2 | 81 | (209) | 288 | (60) | (10) |
| Burton Lines, Inc. | 7 | 53 | 75 | 87 | 105 | 191 |
| Byrd Motor Lines, Inc. | 137 | 125 | 121 | 41 | 219 | 85 |
| Carolina Delivery Service Co., Inc. | 55 | (25) | 22 | 105 | 21 | 61 |
| Carolina Freight Carriers Corp. | 360 | 2,074 | 3,907 | 5,956 | 4,588 | 5,161 |
| Central Motor Lines, Inc. | 734 | 570 | 149 | 356 | (534) | (1,151) |
| Central Transport, Inc. | x | 106 | 222 | 748 | 565 | 1,172 |
| Chemical Leaman Tank Lines, Inc. | 1,661 | Na | 2,424 | 6,254 | 6,095 | 8,916 |
| Colonial Motor Freight Line, Inc. | 89 | 454 | 464 | 629 | 729 | 937 |
| DeHart Motor Lines, Inc. | (15) | 48 | 44 | (19) | (258) | (202) |
| Epes Transport System, Inc. | 109 | 108 | 134 | 432 | 500 | 518 |
| Estes Express Lines | 55 | 114 | 769 | 1,508 | 1,442 | 1,986 |
| Fernstrom Storage & Van Co. | x | x | (384) | (438) | (612) | (257) |
| Fleet Transport Co., Inc. | x | x | 488 | 1,122 | 1,225 | 131 |
| Forbes Transfer Co., Inc. | 13 | 47 | 91 | 99 | 105 | 150 |
| Fredrickson Motor Express Corp. | 209 | 308 | 1,326 | 1,049 | 928 | (68) |
| Glosson Motor Lines, Inc. | x | x | 627 | 635 | 98 | 435 |
| Goldston, Inc. | 58 | 163 | 146 | 409 | 245 | (189) |
| Guignard Freight Lines, Inc. | x | 120 | 234 | 283 | 330 | 287 |
| Harper Motor Lines, Inc. | 47 | 475 | (1,622) | 384 | 1,190 | 1,155 |
| Hemingway Transport, Inc. | 117 | Na | 1,284 | 2,289 | (281) | 844 |
| Hennis Freight Line, Inc. | 1,227 | 2,187 | (4,626) | (285) | 1,613 | 2,568 |
| Holly Farms Poultry Industries | 103 | 129 | (36) | 72 | (134) | 115 |
| Home Transportation Co. | x | x | 597 | 850 | 944 | 912 |
| Johnson, Bruce, Trucking Co., Inc. | 42 | (29) | 150 | 315 | 410 | 343 |
| Johnson Motor Lines, Inc. | (575) | 2,024 | 1,858 | 2,579 | 1,820 | 781 |
| Kenosha Auto Transport Corp. | x | x | x | 572 | 486 | (176) |
| Laney Tank Lines, Inc. | 189 | 165 | 257 | 407 | 507 | 552 |
| McLean Trucking Co. | 452 | 4,071 | 8,082 | 16,185 | 17,229 | 18,956 |
| Mitchell Transport, Inc. | x | 767 | (127) | 1,034 | 1,760 | 1,146 |
| Morgan Drive Away, Inc. | 325 | 11,197 | 2,431 | 3,022 | 1,669 | 1,620 |
| Moss Trucking Co., Inc. | 13 | 20 | 303 | 509 | 528 | 551 |
| Motor Convoy, Inc., The | x | x | (106) | 290 | 339 | 56 |
| Murrow's Transfer, Inc. | 23 | 57 | 102 | 205 | 38 | 100 |
| National Freight, Inc. | 27 | 79 | (1,792) | 139 | (481) | (298) |
| National Trailer Convoy, Inc. | 151 | 906 | 1,552 | 703 | 42 | 806 |
| O'Boyle Tank Lines, Inc. | 35 | 184 | 387 | 640 | 266 | 403 |
| Old Dominion Freight Line | x | 197 | 689 | 1,571 | 1,470 | 1,599 |
| Oliver Trucking Co., Inc. | (34) | 58 | 37 | 61 | 235 | 422 |
| Overnite Transportation Co. | 1,138 | 4,130 | 8,544 | 16,884 | 16,428 | 17,364 |
| Pilot Freight Carriers, Inc. | 401 | 838 | 2,167 | 4,032 | 3,168 | (6,044) |
| Puralator Courier Corp. | Na | Na | 2,434 | 7,116 | 8,607 | 11,198 |
| R.C. Motor Lines, Inc. | 194 | 330 | 441 | (479) | (1,275) | 360 |
| Redwing Carriers, Inc. | x | Na | 14 | (344) | 350 | 715 |
| S. & W. Motor Lines, Inc. | 61 | 205 | 244 | 263 | 251 | (4) |
| Schwerman Trucking Co. | 22 | Na | 1,709 | 2,288 | 3,828 | 2,317 |
| Seacoast Transport Co., The | x | (38) | (199) | (288) | 32 | (348) |
| Signal Delivery Service, Inc. | x | x | 2,607 | 5,410 | 7,158 | 7,404 |
| Standard Trucking Co. | 12 | 399 | 746 | 1,821 | 1,512 | 1,345 |
| Superior Trucking Co., Inc. | x | 902 | 1,126 | 1,200 | 1,162 | 1,475 |
| Textile Motor Freight, Inc. | (25) | 30 | 130 | 145 | 275 | 208 |
| Thurston Motor Lines, Inc. | 477 | 1,094 | 2,267 | 5,283 | 3,918 | 5,714 |
| Transit Homes, Inc. | 9 | 538 | 570 | 364 | 144 | 198 |
| United Parcel Service, Inc. | x | x | 22,946 | 46,349 | 60,054 | 82,539 |
| Vance Trucking Co., Inc. | 16 | 62 | 21 | 132 | 198 | 211 |
| Wilson Freight Co. | x | x | 2,522 | 3,546 | 5,032 | 5,662 |
| Totals (63 carriers listed above) | $ 9,245 | $ 38,966 | $ 71,006 | $154,433 | $166,712 | $190,082 |

Na Not available
x Not in operation

## FIGURE NO. 40—Continued

MOTOR FREIGHT CARRIERS—CLASS I
Income, Expenses, Operating Ratio and Net Income Data for the Years Ended
December 31, 1960, 1965, 1970, 1972-1974 (North Carolina and Total System)
(Dollars in 000's)

Other Income or (Deductions)-Net, Including Income Taxes—Total System

| | 1960 | 1965 | 1970 | 1972 | 1973 | 1974 |
|---|---|---|---|---|---|---|
| Akers Motor Lines, Inc. | $ (407) | $ (596) | $ (904) | $ (187) | $ (166) | $ (1,180) |
| Arkansas-Best Freight System, Inc. | (86) | (128) | (189) | (3,703) | (4,324) | (3,893) |
| Associated Petroleum Carriers, Inc. | (28) | 1 | (16) | 30 | (177) | (20) |
| Barnes Truck Lines, Inc. | (49) | (75) | (213) | (243) | (275) | (257) |
| Billings Transfer Corp., Inc. | (30) | (81) | (88) | (15) | (115) | (105) |
| Boone, A. G., Company, The | (244) | (104) | (107) | (19) | 79 | (78) |
| Builders Transport, Inc. | x | x | x | x | (159) | (268) |
| Burris Express, Inc. | (17) | (26) | (42) | (125) | (143) | (143) |
| Burton Lines, Inc. | (2) | (12) | (36) | (23) | (22) | (42) |
| Byrd Motor Lines, Inc. | (27) | (27) | (100) | (50) | (115) | (65) |
| Carolina Delivery Service Co., Inc. | (21) | (4) | (4) | (25) | (6) | (30) |
| Carolina Freight Carriers Corp. | (257) | (991) | (2,485) | (3,147) | (2,551) | (3,540) |
| Central Motor Lines, Inc. | (341) | (331) | (211) | (338) | (260) | 34 |
| Central Transport, Inc. | x | (12) | (102) | (210) | (198) | (427) |
| Chemical Leaman Tank Lines, Inc. | (914) | Na | (2,138) | (2,337) | (3,114) | (5,741) |
| Colonial Motor Freight Line, Inc. | (52) | (177) | (183) | (237) | (294) | (416) |
| DeHart Motor Lines, Inc. | (13) | (21) | (31) | (4) | 12 | (40) |
| Epes Transport System, Inc. | (51) | (44) | (59) | (181) | (229) | (227) |
| Estes Express Lines | (30) | (58) | (441) | (742) | (762) | (1,030) |
| Fernstrom Storage & Van Co. | x | x | 36 | 419 | 477 | 72 |
| Fleet Transport Co., Inc. | x | x | (389) | (587) | (996) | (597) |
| Forbes Transfer Co., Inc. | (5) | (5) | (35) | (11) | (20) | (73) |
| Fredrickson Motor Express Corp. | (107) | (144) | (289) | (534) | (551) | (40) |
| Glosson Motor Lines, Inc. | x | x | (344) | (410) | (34) | (362) |
| Goldston, Inc. | (26) | (43) | (181) | 58 | 174 | 427 |
| Guignard Freight Lines, Inc. | x | (17) | (125) | (168) | (161) | (93) |
| Harper Motor Lines, Inc. | (34) | (222) | (186) | (324) | (343) | (379) |
| Hemingway Transport, Inc. | (67) | Na | (754) | (971) | (134) | (799) |
| Hennis Freight Line, Inc. | (742) | (1,069) | (2,575) | (1,488) | (1,184) | 220 |
| Holly Farms Poultry Industries | (68) | (71) | —0— | —0— | —0— | 102 |
| Home Transportation Co. | x | x | (340) | (462) | (452) | (470) |
| Johnson, Bruce, Trucking Co., Inc. | 4 | (12) | (42) | (160) | (273) | (215) |
| Johnson Motor Lines, Inc. | 18 | (958) | (952) | (1,104) | (703) | (409) |
| Kenosha Auto Transport Corp. | x | x | x | 156 | (220) | (438) |
| Laney Tank Lines, Inc. | (88) | (84) | (112) | (180) | 2 | (285) |
| McLean Trucking Co. | (636) | (1,823) | (4,919) | (7,528) | (7,613) | (7,707) |
| Mitchell Transport, Inc. | x | (294) | (140) | (168) | (780) | (492) |
| Morgan Drive Away, Inc. | (255) | (581) | (1,084) | (1,429) | (787) | (847) |
| Moss Trucking Co., Inc. | (4) | (26) | (146) | (164) | (187) | (290) |
| Motor Convoy, Inc., The | x | x | (17) | (171) | (229) | (78) |
| Murrow's Transfer, Inc. | (11) | (8) | (35) | (73) | (61) | (222) |
| National Freight, Inc. | (11) | (26) | (88) | (92) | (103) | (105) |
| National Trailer Convoy, Inc. | (59) | (434) | (776) | (219) | 75 | (1,088) |
| O'Boyle Tank Lines, Inc. | (19) | (148) | (234) | (303) | (66) | (282) |
| Old Dominion Freight Line | x | (82) | (358) | (768) | (641) | (945) |
| Oliver Trucking Co., Inc. | 1 | (4) | (95) | (93) | (72) | —0— |
| Overnite Transportation Co. | (916) | (1,767) | (4,485) | (7,725) | (7,191) | (9,025) |
| Pilot Freight Carriers, Inc. | (275) | (507) | (1,237) | (1,956) | (1,053) | 1,963 |
| Puralator Courier Corp. | Na | Na | (442) | (2,517) | (2,982) | (2,533) |
| R.C. Motor Lines, Inc. | (123) | (177) | (484) | (136) | (459) | (172) |
| Redwing Carriers, Inc. | x | Na | 37 | (420) | 177 | (222) |
| S. & W. Motor Lines, Inc. | (199) | (130) | (107) | (211) | (139) | 191 |
| Schwerman Trucking Co. | (8) | Na | (2,004) | (2,129) | (2,241) | (2,230) |
| Seacoast Transport Co., The | x | 56 | 183 | 207 | 72 | 176 |
| Signal Delivery Service, Inc. | x | x | 18 | (1,886) | (2,694) | (3,586) |
| Standard Trucking Co. | (15) | (180) | (353) | (800) | (701) | (510) |
| Superior Trucking Co., Inc. | x | (434) | (599) | (443) | (514) | (756) |
| Textile Motor Freight, Inc. | (8) | (13) | (93) | (75) | (129) | (72) |
| Thurston Motor Lines, Inc. | (310) | (497) | (1,157) | (2,288) | (1,759) | (5,248) |
| Transit Homes, Inc. | (1) | (189) | (408) | (278) | (12) | (130) |
| United Parcel Service, Inc. | x | x | (10,556) | (19,822) | (41,156) | (50,744) |
| Vance Trucking Co., Inc. | (4) | (8) | (9) | (46) | (92) | (114) |
| Wilson Freight Co. | x | x | (1,478) | (1,658) | (1,974) | (2,888) |
| Totals (63 carriers listed above) | $ (6,537) | $(12,583) | $(44,703) | $(70,513) | $(90,548) | $(108,763) |

Na Not available
x Not in operation

## FIGURE NO. 40—Continued

MOTOR FREIGHT CARRIERS—CLASS I
Income, Expenses, Operating Ratio and Net Income Data for the Years Ended
December 31, 1960, 1965, 1970, 1972-1974 (North Carolina and Total System)
(Dollars in 000's)

| | Net Income After Taxes—Total System | | | | | |
|---|---|---|---|---|---|---|
| | 1960 | 1965 | 1970 | 1972 | 1973 | 1974 |
| Akers Motor Lines, Inc. | $ 164 | $ 2,066 | $ 794 | $ 1,325 | $ 604 | $(1,088) |
| Arkansas-Best Freight System, Inc. | (2) | 111 | (175) | 3,337 | 3,696 | 3,529 |
| Associated Petroleum Carriers, Inc. | 5 | 9 | (2) | 4 | —0— | 1 |
| Barnes Truck Lines, Inc. | 35 | 101 | 272 | 351 | 427 | 407 |
| Billings Transfer Corp., Inc. | 47 | 135 | 93 | 179 | 163 | 177 |
| Boone, A. G., Company, The | 231 | 238 | 148 | 292 | 14 | 137 |
| Builders Transport, Inc. | x | x | x | x | 448 | 196 |
| Burris Express, Inc. | (15) | 55 | (251) | 163 | (203) | (153) |
| Burton Lines, Inc. | 5 | 41 | 39 | 64 | 83 | 149 |
| Byrd Motor Lines, Inc. | 110 | 98 | 21 | (9) | 104 | 20 |
| Carolina Delivery Service Co., Inc. | 34 | (29) | 18 | 80 | 15 | 31 |
| Carolina Freight Carriers Corp. | 103 | 1,083 | 1,422 | 2,809 | 2,037 | 1,621 |
| Central Motor Lines, Inc. | 393 | 239 | (62) | 18 | (794) | (1,117) |
| Central Transport, Inc. | x | 94 | 120 | 538 | 367 | 745 |
| Chemical Leaman Tank Lines, Inc. | 747 | Na | 286 | 3,917 | 2,981 | 3,175 |
| Colonial Motor Freight Line, Inc. | 37 | 277 | 281 | 392 | 435 | 521 |
| DeHart Motor Lines, Inc. | (28) | 27 | 13 | (23) | (246) | (242) |
| Epes Transport System, Inc. | 58 | 64 | 75 | 251 | 271 | 291 |
| Estes Express Lines | 25 | 56 | 328 | 766 | 680 | 956 |
| Fernstrom Storage & Van Co. | x | x | (348) | (19) | (135) | (185) |
| Fleet Transport Co., Inc. | x | x | 99 | 535 | 229 | (466) |
| Forbes Transfer Co., Inc. | 8 | 42 | 56 | 88 | 85 | 77 |
| Fredrickson Motor Express Corp. | 102 | 164 | 1,037 | 515 | 377 | (108) |
| Glosson Motor Lines, Inc. | x | x | 283 | 225 | 64 | 73 |
| Goldston, Inc. | 32 | 120 | (35) | 467 | 419 | 238 |
| Guignard Freight Lines, Inc. | x | 104 | 109 | 115 | 169 | 194 |
| Harper Motor Lines, Inc. | 13 | 253 | (1,808) | 60 | 847 | 776 |
| Hemingway Transport, Inc. | 50 | Na | 530 | 1,318 | (415) | 45 |
| Hennis Freight Line, Inc. | 485 | 1,118 | (7,201) | (1,773) | 429 | 2,788 |
| Holly Farms Poultry Industries | 34 | 58 | (36) | 72 | (134) | 217 |
| Home Transportation Co. | x | x | 257 | 388 | 492 | 442 |
| Johnson, Bruce, Trucking Co., Inc. | 47 | (42) | 108 | 155 | 137 | 128 |
| Johnson Motor Lines, Inc. | (557) | 1,066 | 906 | 1,475 | 1,117 | 372 |
| Kenosha Auto Transport Corp. | x | x | x | 728 | 266 | (614) |
| Laney Tank Lines, Inc. | 101 | 81 | 145 | 227 | 509 | 267 |
| McLean Trucking Co. | (184) | 2,248 | 3,163 | 8,657 | 9,616 | 11,249 |
| Mitchell Transport, Inc. | x | 474 | (267) | 866 | 980 | 654 |
| Morgan Drive Away, Inc. | 70 | 10,616 | 1,347 | 1,593 | 882 | 773 |
| Moss Trucking Co., Inc. | 9 | (6) | 157 | 345 | 341 | 261 |
| Motor Convoy, Inc., The | x | x | (123) | 119 | 110 | (22) |
| Murrow's Transfer, Inc. | 12 | 49 | 67 | 132 | (23) | (122) |
| National Freight, Inc. | 16 | 53 | (1,880) | 47 | (584) | (403) |
| National Trailer Convoy, Inc. | 92 | 472 | 776 | 484 | 117 | (282) |
| O'Boyle Tank Lines, Inc. | 16 | 36 | 153 | 337 | 200 | 121 |
| Old Dominion Freight Line | x | 115 | 331 | 803 | 829 | 654 |
| Oliver Trucking Co., Inc. | (33) | 54 | (58) | (32) | 163 | 422 |
| Overnite Transportation Co. | 222 | 2,363 | 4,059 | 9,159 | 9,237 | 8,339 |
| Pilot Freight Carriers, Inc. | 126 | 331 | 930 | 2,076 | 2,115 | (4,081) |
| Puralator Courier Corp. | Na | Na | 1,992 | 4,599 | 5,625 | 8,665 |
| R.C. Motor Lines, Inc. | 71 | 153 | (43) | (615) | (1,734) | 188 |
| Redwing Carriers, Inc. | x | Na | 51 | (764) | 527 | 493 |
| S. & W. Motor Lines, Inc. | (138) | 75 | 137 | 52 | 112 | 187 |
| Schwerman Trucking Co. | 14 | Na | (295) | 159 | 1,587 | 87 |
| Seacoast Transport Co., The | x | 18 | (16) | (81) | 104 | (172) |
| Signal Delivery Service, Inc. | x | x | 2,625 | 3,524 | 4,464 | 3,818 |
| Standard Trucking Co. | (3) | 219 | 393 | 1,021 | 811 | 835 |
| Superior Trucking Co., Inc. | x | 468 | 527 | 757 | 648 | 719 |
| Textile Motor Freight, Inc. | (33) | 17 | 37 | 70 | 146 | 136 |
| Thurston Motor Lines, Inc. | 167 | 597 | 1,110 | 2,995 | 2,159 | 466 |
| Transit Homes, Inc. | 8 | 349 | 162 | 86 | 132 | 68 |
| United Parcel Service, Inc. | x | x | 12,390 | 26,527 | 18,898 | 31,795 |
| Vance Trucking Co., Inc. | 12 | 54 | 12 | 86 | 106 | 97 |
| Wilson Freight Co. | x | x | 1,044 | 1,888 | 3,058 | 2,774 |
| Totals (63 carriers listed above) | $ 2,708 | $26,383 | $26,303 | $83,920 | $76,164 | $81,319 |

Na Not available
x Not in operation

## FIGURE NO. 41

MOTOR FREIGHT CARRIERS—CLASS II
Income, Expense, Operating Ratios, and Net Income Data for the Years Ended
December 31, 1960, 1965, 1970, 1972 - 1974
(North Carolina and Total System)

**Operating Revenues in North Carolina**

| | 1960 | 1965 | 1970 | 1972 | 1973 | 1974 |
|---|---|---|---|---|---|---|
| Air Freight, Inc. | $ Na | $ Na | $ 299 | $ 386 | $ 833 | $ 1,278 |
| American Van & Storage, Inc. | X | X | X | 72 | 95 | 107 |
| Anderson Truck Line, Inc. | 66 | 138 | 163 | 245 | 358 | 437 |
| Barnett Truck Lines, Inc. | X | 250 | 501 | 582 | 650 | 802 |
| Billings Trucking Corp. | 39 | 47 | 69 | 67 | 81 | 89 |
| Black's Motor Express, Inc. | Na | Na | 69 | 285 | 604 | 618 |
| Blue Ridge Trucking Co. | —0— | 580 | 753 | 1,065 | 1,096 | 1,389 |
| Bulk Haulers, Inc. | X | X | 1,021 | 1,420 | 2,155 | 3,362 |
| Burnham Van Service of N.C., Inc. | X | Na | 184 | 123 | 490 | Na |
| Cargocare Transportation Co., Inc. | 171 | 196 | 594 | 533 | 874 | 943 |
| Carolina Asphalt & Petroleum Co. | 237 | 350 | 859 | 818 | 45 | 1 |
| Carolina Transfer & Storage Co. | 126 | 158 | 595 | 799 | 674 | 739 |
| Carroll's Transfer, Inc. | 338 | 267 | 362 | 350 | 154 | 155 |
| Charlotte Van & Storage Co. | 177 | 512 | 147 | 133 | 166 | 1,015 |
| Claremont Motor Lines, Inc. | 6 | 128 | 331 | 422 | 393 | 368 |
| Clarkson Bros. Machinery, Inc. | X | X | 223 | 333 | 328 | 43 |
| Coast Refrigerated Trucking Co. | X | X | X | 208 | 248 | 349 |
| Courier Express Corp. | X | X | 429 | 772 | 1,377 | 1,742 |
| Custom Transport, Inc. | Na | Na | 209 | 450 | 519 | 665 |
| D. & D. Trucking Co. | X | X | 527 | 251 | Na | 415 |
| DeWitt, L. G., Inc. | 146 | 191 | 235 | 206 | 226 | 240 |
| Dietz Motor Lines, Inc. | X | Na | 80 | 176 | 148 | 169 |
| Dixie Trucking Co., Inc. | X | Na | 530 | 795 | 900 | 959 |
| Eagle Transport Corp. | X | Na | 472 | 568 | 694 | 643 |
| East Coast Transport Co., Inc. | 112 | 261 | 398 | 566 | 685 | 852 |
| Eastern Motor Lines, Inc. | X | X | 239 | 383 | 304 | 1,679 |
| Eastern Oil Transport, Inc. | Na | Na | 92 | 292 | 1,398 | 1,704 |
| Edwards Trucking, Inc. | Na | Na | Na | 321 | 24 | 23 |
| Everett, W., Truck Line | X | 209 | 66 | 511 | 487 | 285 |
| Felts Transport Corp. | X | X | X | X | X | Na |
| Financial Courier Corp. | X | X | 483 | 1,094 | 1,245 | 1,571 |
| Gallimore, D. P. & Sons, Inc. | X | X | X | Na | Na | Na |
| General Motor Lines, Inc. | X | —0— | 594 | 704 | 769 | 777 |
| Greyhound Storage, Inc. | 10 | 15 | 32 | —0— | - 0 - | —0— |
| H. & W. Trucking Co. | X | Na | 47 | 31 | 43 | 42 |
| Henry, C. S., Transfer, Inc. | 121 | Na | 302 | 346 | 391 | 380 |
| Holland Transfer Co. | X | Na | 404 | 463 | 315 | 569 |
| Howell's Motor Freight, Inc. | X | 31 | 218 | 504 | 805 | 933 |
| Kenan Transport Co., Inc. | 128 | 268 | 738 | 1,156 | 1,237 | 1,291 |
| Lentz Transfer & Storage Co. | X | Na | 156 | 255 | 218 | 382 |
| M & M Tank Lines, Inc. | 30 | 677 | 1,378 | 1,681 | 731 | Na |
| Martin Motor Lines, Inc. | X | Na | 400 | 461 | 505 | 561 |
| Martin Trf. & Storage Co. | —0— | 184 | 203 | 181 | 327 | 111 |
| Maybelle Transport Co. | 557 | 736 | 1,227 | 1,436 | 1,404 | 1,506 |
| Mercer Marine Transit | X | X | —0— | 49 | 51 | Na |
| Mid-State Delivery Service, Inc. | 204 | 261 | 451 | 569 | 664 | 791 |
| N.C. Coastal Motor Lines, Inc. | X | X | 319 | 304 | 339 | 416 |
| Nationwide Herse Carriers, Inc. | Na | 17 | 53 | 43 | 43 | 48 |
| Neptune World-Wide Moving | X | X | 278 | 635 | 626 | 925 |
| North State Motor Lines, Inc. | 387 | 377 | 553 | 680 | 774 | 439 |
| Observer Transportation Co., The | 645 | 963 | 528 | 1,287 | 1,376 | 1,644 |
| Petroleum Transportation, Inc. | 424 | 440 | 501 | 558 | 716 | 572 |
| Pitt County Transportation Co., Inc. | 193 | 281 | 926 | 350 | 376 | 1,144 |
| Quality Oil Transport | 58 | 473 | 593 | 632 | 657 | 773 |
| Rothrock, J. L., Inc. | X | Na | 501 | 858 | 898 | 1,052 |
| Security Storage Co., Inc. | X | X | 48 | 237 | 191 | 261 |
| Smith, Aaron, Trucking Co. | X | Na | 473 | 643 | 858 | 2,504 |
| Smith, M.M. Storage Warehouse, Inc. | X | Na | 193 | 504 | 418 | 481 |
| Southern Oil Transportation Co., Inc. | 585 | 593 | 529 | 615 | 639 | 641 |
| Stegall Milling Co. | N.APL. | 217 | 614 | 551 | 549 | 693 |
| Stegall, T. G., Co. | 38 | 114 | 211 | 271 | 370 | 422 |
| Sugar Transport, Inc. | 58 | 81 | 114 | 140 | 132 | 97 |
| Superior Motor Express, Inc. | X | Na | 401 | 579 | 997 | 207 |
| Tallant Transfer, Inc. | 446 | 439 | 767 | 128 | 77 | 70 |
| Tarheel Transport, Inc. | 402 | 313 | 334 | 527 | 680 | 749 |
| Tatum-Dalton Transfer Co. | N.APL. | 276 | 335 | 615 | 782 | 1,075 |
| Tidewater Transit Co., Inc. | 89 | Na | 444 | 502 | 830 | 959 |
| Underwood & Weld Co., Inc. | X | X | 102 | 124 | 160 | 194 |
| Vickers, C.L., Transfer | X | Na | 387 | 335 | 160 | 565 |
| Wallace Trucking Co. | X | Na | 465 | 136 | 154 | 794 |
| Washburn Storage Co. | 97 | 117 | 158 | 151 | 139 | 141 |
| Widenhouse, A. C., Inc. | 510 | 680 | 1,123 | 1,460 | 1,857 | 1,946 |
| Williamson Truck Lines, Inc. | X | X | 432 | 314 | 316 | 368 |
| Yarbrough Transfer Co. | X | Na | 359 | 505 | 609 | 827 |
| Yeary Transfer Co., Inc. | 2 | 188 | 254 | 306 | 278 | 401 |
| Totals (75 carriers listed above) | $ 6,402 | $11,028 | $28,075 | $36,052 | $40,712 | $50,393 |

Na Not available
X Not in operation

## FIGURE NO. 41—Continued

MOTOR FREIGHT CARRIERS—CLASS II
Income, Expense, Operating Ratios, and Net Income Data for the Years Ended
December 31, 1960, 1965, 1970, 1972 - 1974
(North Carolina and Total System)

**Total Operating Revenues**

| | 1960 | 1965 | 1970 | 1972 | 1973 | 1974 |
|---|---|---|---|---|---|---|
| Air Freight, Inc. | $ Na | $ Na | $ 299 | $ 386 | $ 833 | $ 1,278 |
| American Van & Storage, Inc. | X | X | X | 461 | 483 | 722 |
| Anderson Truck Line, Inc. | 214 | 459 | 583 | 778 | 970 | 1,148 |
| Barnett Truck Lines, Inc. | X | 260 | 501 | 582 | 650 | 802 |
| Billings Trucking Corp. | 445 | 702 | 920 | 974 | 1,179 | 1,192 |
| Black's Motor Express, Inc. | Na | Na | 69 | 285 | 604 | 618 |
| Blue Ridge Trucking Co. | 393 | 580 | 753 | 1,092 | 1,280 | 1,389 |
| Bulk Haulers, Inc. | X | X | 1,086 | 1,516 | 2,155 | 3,362 |
| Burnham Van Service of N.C., Inc. | X | Na | 835 | 763 | 1,054 | 15,656 |
| Cargocare Transportation Co., Inc. | 445 | 464 | 1,024 | 1,030 | 930 | 1,227 |
| Carolina Asphalt & Petroleum Co. | 237 | 350 | 859 | 818 | 45 | 1 |
| Carolina Transfer & Storage Co. | 426 | 534 | 767 | 1,222 | 1,147 | 833 |
| Carroll's Transfer, Inc. | 338 | 594 | 898 | 1,102 | 1,063 | 1,073 |
| Charlotte Van & Storage Co. | 177 | 512 | 929 | 1,145 | 1,358 | 1,015 |
| Claremont Motor Lines, Inc. | 6 | 698 | 1,573 | 2,123 | 1,839 | 1,721 |
| Clarkson Bros. Machinery, Inc. | X | X | 223 | 333 | 328 | 958 |
| Coast Refrigerated Trucking Co. | X | X | X | 992 | 1,548 | 2,182 |
| Courier Express Corp. | X | X | 532 | 1,119 | 1,601 | 2,124 |
| Custom Transport, Inc. | Na | Na | 369 | 951 | 1,166 | 1,331 |
| D. & D. Trucking Co. | X | X | 1,054 | 760 | Na | 698 |
| DeWitt, L. G., Inc. | 1,070 | 1,707 | 2,241 | 2,462 | 2,764 | 2,573 |
| Dietz Motor Lines, Inc. | X | Na | 666 | 1,297 | 1,460 | 1,752 |
| Dixie Trucking Co., Inc. | X | Na | 530 | 796 | 900 | 959 |
| Eagle Transport Corp. | X | Na | 472 | 655 | 920 | 1,278 |
| East Coast Transport Co., Inc. | 112 | 261 | 398 | 566 | 685 | 852 |
| Eastern Motor Lines, Inc. | X | X | 932 | 1,222 | 1,444 | 1,272 |
| Eastern Oil Transport, Inc. | Na | Na | 92 | 292 | 1,398 | 1,704 |
| Edwards Trucking, Inc. | Na | Na | Na | 1,261 | 1,519 | 1,751 |
| Everett, W., Truck Line | X | 209 | 459 | 747 | 717 | 661 |
| Felts Transport Corp. | X | X | X | X | X | 1,140 |
| Financial Courier Corp. | X | X | 577 | 1,259 | 1,563 | 2,183 |
| Gallimore, D. P. & Sons, Inc. | X | X | X | 620 | 727 | 865 |
| General Motor Lines, Inc. | X | 391 | 594 | 704 | 769 | 777 |
| Greyhound Storage, Inc. | 1,271 | 1,270 | 2,875 | 3,165 | 2,763 | 1,032 |
| H. & W. Trucking Co. | Na | Na | 474 | 506 | 838 | 1,267 |
| Henry, C. S., Transfer, Inc. | 579 | Na | 1,153 | 1,333 | 1,345 | 1,390 |
| Holland Transfer Co. | X | Na | 404 | 463 | 498 | 569 |
| Howell's Motor Freight, Inc. | X | 457 | 951 | 1,233 | 1,273 | 1,455 |
| Kenan Transport Co., Inc. | 128 | 268 | 1,022 | 1,489 | 2,081 | 2,395 |
| Lentz Transfer & Storage Co. | X | Na | 743 | 649 | 648 | 669 |
| M & M Tank Lines, Inc. | 30 | 720 | 3,879 | 2,756 | 2,437 | 1,979 |
| Martin Motor Lines, Inc. | X | Na | 489 | 559 | 601 | 732 |
| Martin Trf. & Storage Co. | 391 | 385 | 520 | 587 | 604 | 546 |
| Maybelle Transport Co. | 708 | 970 | 1,667 | 2,306 | 2,727 | 2,924 |
| Mercer Marine Transit | X | X | 526 | 852 | 853 | Na |
| Mid-State Delivery Service, Inc. | 204 | 261 | 451 | 569 | 664 | 791 |
| N.C. Coastal Motor Lines, Inc. | X | X | 1,358 | 1,308 | 1,443 | 1,704 |
| Nationwide Herse Carriers, Inc. | 488 | 740 | 1,111 | 1,188 | 1,365 | 1,503 |
| Neptune World-Wide Moving | X | X | 278 | 635 | 626 | 925 |
| North State Motor Lines, Inc. | 1,117 | 999 | 986 | 1,276 | 1,470 | 1,793 |
| Observer Transportation Co., The | 1,024 | 1,228 | 1,529 | 1,945 | 2,014 | 2,234 |
| Petroleum Transportation, Inc. | 601 | 696 | 945 | 1,174 | 1,434 | 1,258 |
| Pitt County Transportation Co., Inc. | 511 | 766 | 926 | 1,066 | 1,188 | 1,144 |
| Quality Oil Transport | 421 | 523 | 604 | 632 | 657 | 773 |
| Rothrock, J. L., Inc. | X | Na | 501 | 858 | 898 | 1,052 |
| Security Storage Co., Inc. | X | X | 57 | 589 | 509 | 563 |
| Smith, Aaron, Trucking Co. | X | Na | 473 | 1,535 | 1,982 | —0— |
| Smith, M.M. Storage Warehouse, Inc. | X | Na | 193 | 504 | 418 | 481 |
| Southern Oil Transportation Co., Inc. | 585 | 593 | 529 | 615 | 639 | 614 |
| Stegall Milling Co. | 506 | 913 | 614 | 551 | 549 | 693 |
| Stegall, T. G., Co. | 252 | 752 | 1,408 | 1,701 | 1,975 | 2,226 |
| Sugar Transport, Inc. | 298 | 684 | 1,163 | 1,313 | 1,315 | 1,419 |
| Superior Motor Express, Inc. | X | Na | 401 | 1,574 | 1,916 | 1,766 |
| Tallant Transfer, Inc. | 2,716 | 2,871 | 1,394 | 1,194 | 1,110 | 1,007 |
| Tarheel Transport, Inc. | 422 | 313 | 334 | 527 | 680 | 749 |
| Tatum-Dalton Transfer Co. | 256 | 367 | 727 | 892 | 1,078 | 997 |
| Tidewater Transit Co., Inc. | 89 | Na | 509 | 585 | 897 | 1,073 |
| Underwood & Weld Co., Inc. | X | X | 754 | 1,043 | 1,266 | 1,486 |
| Vickers, C.L., Transfer | X | Na | 387 | 335 | 340 | 565 |
| Wallace Trucking Co. | X | Na | 465 | 541 | 735 | 794 |
| Washburn Storage Co. | 760 | 1,162 | 1,954 | 1,658 | 1,724 | 1,823 |
| Widenhouse, A. C., Inc. | 518 | 689 | 1,123 | 1,460 | 1,857 | 1,946 |
| Williamson Truck Lines, Inc. | X | X | 1,834 | 2,154 | 2,320 | 2,678 |
| Yarbrough Transfer Co. | X | Na | 377 | 512 | 634 | 740 |
| Yeary Transfer Co., Inc. | 1,453 | 1,042 | 902 | 1,104 | 1,135 | 1,522 |
| Totals (75 carriers listed above) | $19,191 | $26,390 | $59,225 | $77,249 | $86,605 | $108,374 |

Na Not available
X Not in operation

## FIGURE NO. 41—Continued

MOTOR FREIGHT CARRIERS—CLASS II
Income, Expense, Operating Ratios, and Net Income Data for the Years Ended
December 31, 1960, 1965, 1970, 1972 - 1974
(North Carolina and Total System)

**Total Operating Expenses**

| | 1960 | 1965 | 1970 | 1972 | 1973 | 1974 |
|---|---|---|---|---|---|---|
| Air Freight, Inc. | $ Na | $ Na | $ 301 | $ 466 | $ 961 | $ 1,306 |
| American Van & Storage, Inc. | X | X | X | 447 | 509 | 708 |
| Anderson Truck Line, Inc. | 205 | 426 | 521 | 755 | 901 | 1,066 |
| Barnett Truck Lines, Inc. | X | 235 | 458 | 546 | 649 | 777 |
| Billings Trucking Corp. | 417 | 604 | 827 | 884 | 1,022 | 1,093 |
| Black's Motor Express, Inc. | Na | Na | 72 | 275 | 595 | 618 |
| Blue Ridge Trucking Co. | 366 | 551 | 746 | 1,065 | 1,239 | 1,357 |
| Bulk Haulers, Inc. | X | X | 979 | 1,328 | 1,846 | 2,893 |
| Burnham Van Service of N.C., Inc. | X | Na | 792 | 753 | 975 | 16,020 |
| Cargocare Transportation Co., Inc. | 438 | 462 | 977 | 995 | 916 | 1,191 |
| Carolina Asphalt & Petroleum Co. | 233 | 347 | 37 | 777 | 44 | 1 |
| Carolina Transfer & Storage Co. | 409 | 499 | 728 | 1,242 | 1,183 | 962 |
| Carroll's Transfer, Inc. | 328 | 543 | 877 | 1,068 | 1,016 | 1,098 |
| Charlotte Van & Storage Co. | 182 | 494 | 893 | 1,116 | 1,329 | 1,055 |
| Claremont Motor Lines, Inc. | 6 | 612 | 1,474 | 2,104 | 1,855 | 1,696 |
| Clarkson Bros. Machinery, Inc. | X | X | 213 | 346 | 339 | 909 |
| Coast Refrigerated Trucking Co. | X | X | X | 895 | 1,408 | 2,073 |
| Courier Express Corp. | X | X | 545 | 1,081 | 1,500 | 1,937 |
| Custom Transport, Inc. | Na | Na | 355 | 879 | 1,081 | 1,246 |
| D. & D. Trucking Co. | X | X | 1,017 | 846 | Na | 790 |
| DeWitt, L. G., Inc. | 1,049 | 1,681 | 2,175 | 2,348 | 2,732 | 3,173 |
| Dietz Motor Lines, Inc. | X | Na | 617 | 1,214 | 1,332 | 1,598 |
| Dixie Trucking Co., Inc. | X | Na | 506 | 757 | 895 | 925 |
| Eagle Transport Corp. | X | Na | 470 | 588 | 858 | 1,216 |
| East Coast Transport Co., Inc. | 101 | 244 | 396 | 521 | 624 | 776 |
| Eastern Motor Lines, Inc. | X | X | 973 | 1,205 | 1,501 | 1,352 |
| Eastern Oil Transport, Inc. | Na | Na | 102 | 277 | 1,338 | 1,632 |
| Edwards Trucking, Inc. | Na | Na | Na | 1,117 | 1,367 | 1,546 |
| Everett, W., Truck Line | X | 243 | 438 | 688 | 720 | 666 |
| Felts Transport Corp. | X | X | X | X | X | 1,009 |
| Financial Courier Corp. | X | X | 637 | 1,180 | 1,391 | 1,954 |
| Gallimore, D. P. & Sons, Inc. | X | X | X | 566 | 712 | 851 |
| General Motor Lines, Inc. | X | 338 | 552 | 658 | 724 | 722 |
| Greyhound Storage, Inc. | 1,169 | 1,263 | 2,617 | 3,350 | 2,807 | 1,639 |
| H. & W. Trucking Co. | Na | Na | 473 | 502 | 829 | 1,193 |
| Henry, C. S., Transfer, Inc. | 513 | Na | 973 | 1,248 | 1,248 | 1,326 |
| Holland Transfer Co. | X | Na | 394 | 424 | 465 | 543 |
| Howell's Motor Freight, Inc. | X | 432 | 911 | 1,195 | 1,223 | 1,349 |
| Kenan Transport Co., Inc. | 104 | 232 | 907 | 1,265 | 1,846 | 2,259 |
| Lentz Transfer & Storage Co. | X | Na | 360 | 623 | 612 | 675 |
| M & M Tank Lines, Inc. | 42 | 677 | 3,739 | 2,842 | 2,503 | 2,054 |
| Martin Motor Lines, Inc. | X | Na | 469 | 525 | 592 | 699 |
| Martin Trf. & Storage Co. | 370 | 369 | 559 | 580 | 583 | 701 |
| Maybelle Transport Co. | 687 | 931 | 1,605 | 2,282 | 2,690 | 2,920 |
| Mercer Marine Transit | X | X | 514 | 808 | 833 | Na |
| Mid-State Delivery Service, Inc. | 205 | 258 | 459 | 564 | 641 | 790 |
| N.C. Coastal Motor Lines, Inc. | X | X | 1,331 | 1,301 | 1,434 | 1,766 |
| Nationwide Herse Carriers, Inc. | 500 | 657 | 1,043 | 1,075 | 1,242 | 1,339 |
| Neptune World-Wide Moving | X | X | 259 | 616 | 635 | 847 |
| North State Motor Lines, Inc. | 1,098 | 975 | 937 | 1,217 | 1,410 | 1,703 |
| Observer Transportation Co., The | 1,002 | 1,105 | 1,474 | 1,697 | 1,903 | 2,096 |
| Petroleum Transportation, Inc. | 572 | 637 | 931 | 1,137 | 1,401 | 1,284 |
| Pitt County Transportation Co., Inc. | 497 | 741 | 878 | 1,031 | 1,110 | 1,126 |
| Quality Oil Transport | 199 | 257 | 383 | 413 | 469 | 489 |
| Rothrock, J. L., Inc. | X | Na | 473 | 794 | 867 | 955 |
| Security Storage Co., Inc. | X | X | 58 | 575 | 565 | 531 |
| Smith, Aaron, Trucking Co. | X | Na | 470 | 1,326 | 1,990 | —0— |
| Smith, M.M. Storage Warehouse, Inc. | X | Na | 196 | 480 | 408 | 474 |
| Southern Oil Transportation Co., Inc. | 522 | 553 | 549 | 624 | 716 | 594 |
| Stegall Milling Co. | 473 | 817 | 606 | 576 | 625 | 678 |
| Stegall, T. G., Co. | 247 | 730 | 1,227 | 1,588 | 1,898 | 2,128 |
| Sugar Transport, Inc. | 270 | 599 | 1,026 | 1,152 | 1,187 | 1,314 |
| Superior Motor Express, Inc. | X | Na | 419 | 1,528 | 1,894 | 1,748 |
| Tallant Transfer, Inc. | 2,702 | 2,786 | 1,433 | 1,213 | 1,250 | 975 |
| Tarheel Transport, Inc. | 413 | 302 | 341 | 450 | 601 | 597 |
| Tatum-Dalton Transfer Co. | 243 | 347 | 738 | 843 | 1,019 | 1,014 |
| Tidewater Transit Co., Inc. | 71 | Na | 422 | 497 | 807 | 932 |
| Underwood & Weld Co., Inc. | X | X | 686 | 957 | 1,179 | 1,369 |
| Vickers, C.L., Transfer | X | Na | 582 | 327 | 333 | 634 |
| Wallace Trucking Co. | X | Na | 419 | 543 | 669 | 782 |
| Washburn Storage Co. | 806 | 1,110 | 1,992 | 1,672 | 1,720 | 1,949 |
| Widenhouse, A. C., Inc. | 464 | 598 | 1,020 | 1,429 | 1,706 | 1,783 |
| Williamson Truck Lines, Inc. | X | X | 1,777 | 2,033 | 2,296 | 2,651 |
| Yarbrough Transfer Co. | X | Na | 391 | 499 | 609 | 697 |
| Yeary Transfer Co., Inc. | 1,468 | 1,013 | 942 | 1,075 | 1,129 | 1,483 |
| Totals (75 carriers listed above) | $18,371 | $24,668 | $55,661 | $73,863 | $83,506 | $106,302 |

Na Not available
X Not in operation

## FIGURE NO. 41—Continued

MOTOR FREIGHT CARRIERS—CLASS II
Income, Expense, Operating Ratios, and Net Income Data for the Years Ended
December 31, 1960, 1965, 1970, 1972 - 1974
(North Carolina and Total System)

**Operating Ratios—Total System**

| | 1960 | 1965 | 1970 | 1972 | 1973 | 1974 |
|---|---|---|---|---|---|---|
| Air Freight, Inc. | Na% | Na% | 100.9% | 120.7% | 115.4% | 102.2% |
| American Van & Storage, Inc. | x | x | x | 96.9 | 105.4 | 98.1 |
| Anderson Truck Line, Inc. | 95.8 | 92.7 | 89.3 | 97.0 | 92.8 | 92.9 |
| Barnett Truck Lines, Inc. | x | 90.5 | 91.5 | 93.9 | 99.9 | 96.9 |
| Billings Trucking Corp. | 93.6 | 86.0 | 89.9 | 90.7 | 86.7 | 91.7 |
| Black's Motor Express, Inc. | Na | Na | 103.4 | 96.7 | 98.5 | 100.0 |
| Blue Ridge Trucking Co. | 93.3 | 95.0 | 93.6 | 97.5 | 96.8 | 97.7 |
| Bulk Haulers, Inc. | x | x | 90.1 | 87.6 | 85.7 | 86.0 |
| Burnham Van Service of N.C., Inc. | x | Na | 94.8 | 98.7 | 92.5 | 102.3 |
| Cargocare Transportation Co., Inc. | 98.2 | 99.4 | 95.4 | 96.5 | 98.5 | 97.1 |
| Carolina Asphalt & Petroleum Co. | 98.0 | 99.1 | 43.3 | 95.0 | 96.6 | 100.0 |
| Carolina Transfer & Storage Co. | 96.0 | 93.0 | 95.0 | 101.7 | 103.2 | 115.5 |
| Carroll's Transfer, Inc. | 97.0 | 91.3 | 97.6 | 96.9 | 95.6 | 102.3 |
| Charlotte Van & Storage Co. | 103.4 | 96.5 | 96.2 | 97.5 | 97.9 | 103.9 |
| Claremont Motor Lines, Inc. | 100.0 | 87.6 | 93.7 | 99.1 | 100.9 | 98.5 |
| Clarkson Bros. Machinery, Inc. | x | x | 95.4 | 103.9 | 96.5 | 94.9 |
| Coast Refrigerated Trucking Co. | x | x | x | 90.2 | 91.0 | 95.0 |
| Courier Express Corp. | x | x | 102.3 | 96.6 | 93.7 | 91.2 |
| Custom Transport, Inc. | Na | Na | 96.1 | 92.5 | 92.7 | 93.6 |
| D. & D. Trucking Co. | x | x | 96.4 | 111.4 | Na | 113.2 |
| DeWitt, L. G., Inc. | 98.0 | 98.5 | 97.0 | 95.4 | 98.8 | 123.3 |
| Dietz Motor Lines, Inc. | x | Na | 92.6 | 93.6 | 91.2 | 91.2 |
| Dixie Trucking Co., Inc. | x | Na | 95.4 | 95.0 | 99.5 | 96.5 |
| Eagle Transport Corp. | x | Na | 99.7 | 89.7 | 93.3 | 95.1 |
| East Coast Transport Co., Inc. | 90.5 | 93.4 | 99.5 | 92.1 | 91.2 | 91.1 |
| Eastern Motor Lines, Inc. | x | x | 104.3 | 98.6 | 103.9 | 106.3 |
| Eastern Oil Transport, Inc. | Na | Na | 110.7 | 94.7 | 95.7 | 95.8 |
| Edwards Trucking, Inc. | Na | Na | Na | 88.6 | 90.0 | 88.3 |
| Everett, W., Truck Line | x | 116.2 | 95.4 | 92.0 | 100.4 | 100.8 |
| Felts Transport Corp. | x | x | x | x | x | 88.5 |
| Financial Courier Corp. | x | x | 110.5 | 93.7 | 89.0 | 89.5 |
| Gallimore, D. P. & Sons, Inc. | x | x | x | 91.3 | 97.9 | 98.4 |
| General Motor Lines, Inc. | x | 86.4 | 92.9 | 93.4 | 94.1 | 92.9 |
| Greyhound Storage, Inc. | 91.9 | 99.4 | 91.0 | 105.9 | 101.6 | 158.8 |
| H. & W. Trucking Co. | Na | Na | 100.0 | 99.2 | 98.9 | 94.2 |
| Henry, C. S., Transfer, Inc. | 88.5 | Na | 84.4 | 93.6 | 92.8 | 95.4 |
| Holland Transfer Co. | x | Na | 97.4 | 91.6 | 93.4 | 95.4 |
| Howell's Motor Freight, Inc. | x | 94.6 | 95.7 | 97.0 | 96.0 | 92.7 |
| Kenan Transport Co., Inc. | 80.7 | 86.6 | 88.8 | 84.9 | 88.7 | 94.3 |
| Lentz Transfer & Storage Co. | x | Na | 251.2 | 95.9 | 94.5 | 133.0 |
| M & M Tank Lines, Inc. | 141.3 | 94.0 | 96.4 | 103.1 | 102.7 | 103.8 |
| Martin Motor Lines, Inc. | x | Na | 95.9 | 93.9 | 98.5 | 95.5 |
| Martin Trf. & Storage Co. | 94.7 | 96.0 | 107.7 | 98.8 | 96.7 | 128.4 |
| Maybelle Transport Co. | 97.0 | 95.9 | 96.3 | 98.9 | 98.7 | 99.9 |
| Mercer Marine Transit | x | x | 97.7 | 94.8 | 97.7 | Na |
| Mid-State Delivery Service, Inc. | 100.5 | 98.7 | 101.8 | 99.1 | 96.5 | 99.9 |
| N.C. Coastal Motor Lines, Inc. | x | x | 98.0 | 99.4 | 99.4 | 103.6 |
| Nationwide Herse Carriers, Inc. | 102.3 | 88.8 | 93.8 | 90.5 | 91.0 | 89.1 |
| Neptune World-Wide Moving | x | x | 93.2 | 97.0 | 101.4 | 91.6 |
| North State Motor Lines, Inc. | 98.3 | 97.6 | 95.1 | 95.3 | 95.9 | 95.0 |
| Observer Transportation Co., The | 98.0 | 90.0 | 96.4 | 87.3 | 94.5 | 93.8 |
| Petroleum Transportation, Inc. | 95.1 | 90.8 | 98.5 | 96.8 | 97.7 | 102.1 |
| Pitt County Transportation Co., Inc. | 97.3 | 96.8 | 94.9 | 96.7 | 93.4 | 98.4 |
| Quality Oil Transport | 47.3 | 49.1 | 63.4 | 65.3 | 71.3 | 63.3 |
| Rothrock, J. L., Inc. | x | Na | 94.3 | 92.6 | 96.6 | 90.8 |
| Security Storage Co., Inc. | x | x | 102.1 | 97.6 | 111.1 | 94.3 |
| Smith, Aaron, Trucking Co. | x | Na | 99.4 | 86.4 | 100.4 | —0— |
| Smith, M.M. Storage Warehouse, Inc. | x | Na | 101.7 | 95.2 | 97.7 | 98.5 |
| Southern Oil Transportation Co., Inc. | 89.2 | 93.2 | 103.8 | 101.4 | 112.0 | 96.7 |
| Stegall Milling Co. | 94.7 | 89.5 | 98.7 | 104.5 | 113.8 | 102.2 |
| Stegall, T. G., Co. | 98.0 | 97.1 | 87.1 | 93.4 | 96.1 | 95.6 |
| Sugar Transport, Inc. | 90.5 | 87.6 | 88.2 | 87.7 | 90.2 | 92.6 |
| Superior Motor Express, Inc. | x | Na | 104.5 | 97.1 | 98.8 | 99.0 |
| Tallant Transfer, Inc. | 99.4 | 97.0 | 102.7 | 101.6 | 112.5 | 96.8 |
| Tarheel Transport, Inc. | 97.8 | 90.3 | 102.0 | 85.5 | 88.5 | 79.7 |
| Tatum-Dalton Transfer Co. | 95.0 | 94.5 | 101.5 | 94.5 | 94.5 | 101.7 |
| Tidewater Transit Co., Inc. | 79.3 | Na | 83.1 | 85.0 | 90.0 | 86.9 |
| Underwood & Weld Co., Inc. | x | x | 90.9 | 91.7 | 93.1 | 92.1 |
| Vickers, C.L., Transfer | x | Na | 150.6 | 97.8 | 98.0 | 112.2 |
| Wallace Trucking Co. | x | Na | 90.2 | 100.4 | 91.1 | 98.5 |
| Washburn Storage Co. | 106.0 | 95.5 | 101.9 | 100.8 | 99.8 | 106.9 |
| Widenhouse, A. C., Inc. | 98.6 | 86.7 | 90.8 | 97.9 | 91.9 | 91.6 |
| Williamson Truck Lines, Inc. | x | x | 96.9 | 94.4 | 99.0 | 99.0 |
| Yarbrough Transfer Co. | x | Na | 103.7 | 97.4 | 96.2 | 94.2 |
| Yeary Transfer Co., Inc. | 101.0 | 97.2 | 104.4 | 97.4 | 99.5 | 97.4 |
| Totals (75 carriers listed above) | 95.7% | 93.5% | 94.0% | 95.6% | 96.4% | 98.1% |

Na Not available
X Not in operation

## FIGURE NO. 41—Continued

MOTOR FREIGHT CARRIERS—CLASS II
Income, Expense, Operating Ratios, and Net Income Data for the Years Ended
December 31, 1960, 1965, 1970, 1972 - 1974
(North Carolina and Total System)

**Net Operating Revenue—Total System**

| | 1960 | 1965 | 1970 | 1972 | 1973 | 1974 |
|---|---|---|---|---|---|---|
| Air Freight, Inc. | $ Na | $ Na | $ (2) | $ (80) | $ (128) | $ (28) |
| American Van & Storage, Inc. | x | x | x | 14 | (26) | 14 |
| Anderson Truck Line, Inc. | 9 | 33 | 62 | 23 | 69 | 82 |
| Barnett Truck Lines, Inc. | x | 25 | 43 | 36 | 1 | 25 |
| Billings Trucking Corp. | 28 | 98 | 93 | 90 | 157 | 99 |
| Black's Motor Express, Inc. | Na | Na | (3) | 10 | 9 | —0— |
| Blue Ridge Trucking Co. | 27 | 29 | 7 | 27 | 41 | 32 |
| Bulk Haulers, Inc. | x | x | 107 | 188 | 309 | 469 |
| Burnham Van Service of N.C., Inc. | x | Na | 43 | 10 | 79 | (364) |
| Cargocare Transportation Co., Inc. | 7 | 2 | 47 | 35 | 14 | 36 |
| Carolina Asphalt & Petroleum Co. | 4 | 3 | 822 | 41 | 1 | —0— |
| Carolina Transfer & Storage Co. | 17 | 35 | 39 | (20) | (36) | (129) |
| Carroll's Transfer, Inc. | 10 | 51 | 21 | 34 | 47 | (25) |
| Charlotte Van & Storage Co. | (5) | 18 | 36 | 29 | 29 | (40) |
| Claremont Motor Lines, Inc. | —0— | 86 | 99 | 19 | (16) | 25 |
| Clarkson Bros. Machinery, Inc. | x | x | 10 | (13) | (11) | 49 |
| Coast Refrigerated Trucking Co. | x | x | x | 97 | 140 | 109 |
| Courier Express Corp. | x | x | (13) | 38 | 101 | 187 |
| Custom Transport, Inc. | Na | Na | 14 | 72 | 85 | 85 |
| D. & D. Trucking Co. | x | x | 37 | (86) | Na | (92) |
| DeWitt, L. G., Inc. | 21 | 26 | 66 | 114 | 32 | (600) |
| Dietz Motor Lines, Inc. | x | Na | 49 | 83 | 128 | 154 |
| Dixie Trucking Co., Inc. | x | Na | 24 | 39 | 5 | 34 |
| Eagle Transport Corp. | x | Na | 2 | 67 | 62 | 62 |
| East Coast Transport Co., Inc. | 11 | 17 | 2 | 45 | 61 | 76 |
| Eastern Motor Lines, Inc. | x | x | (41) | 17 | (57) | (80) |
| Eastern Oil Transport, Inc. | Na | Na | (10) | 15 | 60 | 72 |
| Edwards Trucking, Inc. | Na | Na | Na | 144 | 152 | 205 |
| Everett, W., Truck Line | x | (34) | 21 | 59 | (3) | (5) |
| Felts Transport Corp. | x | x | x | x | x | 131 |
| Financial Courier Corp. | x | x | (60) | 79 | 172 | 229 |
| Gallimore, D. P. & Sons, Inc. | x | x | x | 54 | 15 | 14 |
| General Motor Lines, Inc. | x | 53 | 42 | 46 | 45 | 55 |
| Greyhound Storage, Inc. | 102 | 7 | 258 | (185) | (44) | (607) |
| H. & W. Trucking Co. | Na | Na | 1 | 4 | 9 | 74 |
| Henry, C. S., Transfer, Inc. | 66 | Na | 180 | 85 | 97 | 64 |
| Holland Transfer Co. | x | Na | 10 | 39 | 33 | 26 |
| Howell's Motor Freight, Inc. | x | 25 | 40 | 38 | 50 | 106 |
| Kenan Transport Co., Inc. | 24 | 36 | 115 | 224 | 235 | 136 |
| Lentz Transfer & Storage Co. | x | Na | 383 | 26 | 36 | (6) |
| M & M Tank Lines, Inc. | (12) | 43 | 140 | (86) | (66) | (75) |
| Martin Motor Lines, Inc. | x | Na | 20 | 34 | 9 | 33 |
| Martin Trf. & Storage Co. | 21 | 16 | (39) | 7 | 21 | (155) |
| Maybelle Transport Co. | 21 | 39 | 62 | 24 | 37 | 4 |
| Mercer Marine Transit | x | x | 12 | 44 | 20 | Na |
| Mid-State Delivery Service, Inc. | (1) | 3 | (8) | 5 | 23 | 1 |
| N.C. Coastal Motor Lines, Inc. | x | x | 27 | 7 | 9 | (62) |
| Nationwide Herse Carriers, Inc. | (12) | 83 | 68 | 113 | 123 | 164 |
| Neptune World-Wide Moving | x | x | 19 | 9 | (9) | 78 |
| North State Motor Lines, Inc. | 19 | 24 | 49 | 59 | 60 | 90 |
| Observer Transportation Co., The | 22 | 123 | 55 | 248 | 111 | 138 |
| Petroleum Transportation, Inc. | 29 | 59 | 14 | 37 | 33 | (26) |
| Pitt County Transportation Co., Inc. | 14 | 25 | 48 | 35 | 78 | 18 |
| Quality Oil Transport | 222 | 266 | 221 | 219 | 188 | 284 |
| Rothrock, J. L., Inc. | x | Na | 28 | 64 | 31 | 97 |
| Security Storage Co., Inc. | x | x | (1) | 14 | (56) | 32 |
| Smith, Aaron, Trucking Co. | x | Na | 3 | 209 | (8) | —0— |
| Smith, M.M. Storage Warehouse, Inc. | x | Na | (3) | 24 | 10 | 7 |
| Southern Oil Transportation Co., Inc. | 63 | 40 | (20) | (9) | (77) | 20 |
| Stegall Milling Co. | 33 | 96 | 8 | (25) | (76) | 15 |
| Stegall, T. G., Co. | 5 | 22 | 181 | 113 | 77 | 98 |
| Sugar Transport, Inc. | 28 | 85 | 137 | 161 | 128 | 105 |
| Superior Motor Express, Inc. | x | Na | (18) | 46 | 22 | 18 |
| Tallant Transfer, Inc. | 14 | 85 | (39) | (19) | (140) | 32 |
| Tarheel Transport, Inc. | 9 | 11 | (7) | 77 | 79 | 152 |
| Tatum-Dalton Transfer Co. | 13 | 20 | (11) | 49 | 59 | (17) |
| Tidewater Transit Co., Inc. | 18 | Na | 87 | 88 | 90 | 141 |
| Underwood & Weld Co., Inc. | x | x | 68 | 86 | 87 | 117 |
| Vickers, C.L., Transfer | x | Na | (195) | 8 | 7 | (69) |
| Wallace Trucking Co. | x | Na | 46 | (2) | 66 | 12 |
| Washburn Storage Co. | (46) | 52 | (38) | (14) | 4 | (126) |
| Widenhouse, A. C., Inc. | 54 | 91 | 103 | 31 | 151 | 163 |
| Williamson Truck Lines, Inc. | x | x | 57 | 121 | 24 | 27 |
| Yarbrough Transfer Co. | x | Na | (14) | 13 | 25 | 43 |
| Yeary Transfer Co., Inc. | (15) | 29 | (40) | 29 | 6 | 39 |
| Totals (75 carriers listed above) | $ 820 | $ 1,722 | $ 3,564 | $ 3,386 | $ 3,099 | $ 2,072 |

Na Not available
X Not in operation

## FIGURE NO. 41—Continued

MOTOR FREIGHT CARRIERS—CLASS II
Income, Expense, Operating Ratios, and Net Income Data for the Years Ended
December 31, 1960, 1965, 1970, 1972 - 1974
(North Carolina and Total System)

**Other Income or (Deductions)—Net Including Income Taxes—Total System**

| | 1960 | 1965 | 1970 | 1972 | 1973 | 1974 |
|---|---|---|---|---|---|---|
| Air Freight, Inc. | $ Na | $ Na | $ —0— | $ —0— | $ 16 | $ 1 |
| American Van & Storage, Inc. | x | x | x | (3) | (4) | (2) |
| Anderson Truck Line, Inc. | (4) | (12) | (19) | (26) | (27) | (39) |
| Barnett Truck Lines, Inc. | x | (4) | (10) | (15) | (10) | 7 |
| Billings Trucking Corp. | (9) | (27) | (41) | (50) | (59) | (33) |
| Black's Motor Express, Inc. | Na | Na | 3 | 2 | (3) | (2) |
| Blue Ridge Trucking Co. | 1 | (17) | (9) | (15) | (14) | (8) |
| Bulk Haulers, Inc. | x | x | (45) | (92) | (123) | (231) |
| Burnham Van Service of N.C., Inc. | x | Na | (16) | (23) | (58) | 407 |
| Cargocare Transportation Co., Inc. | (1) | (2) | (18) | (14) | (3) | (12) |
| Carolina Asphalt & Petroleum Co. | (1) | —0— | (817) | (34) | —0— | —0— |
| Carolina Transfer & Storage Co. | 17 | 3 | 3 | 95 | 94 | 273 |
| Carroll's Transfer, Inc. | (1) | (6) | (22) | (20) | (18) | 6 |
| Charlotte Van & Storage Co. | —0— | (4) | (28) | (18) | (19) | 64 |
| Claremont Motor Lines, Inc. | —0— | (9) | (31) | (40) | (45) | (51) |
| Clarkson Bros. Machinery, Inc. | x | x | (2) | —0— | 4 | (22) |
| Coast Refrigerated Trucking Co. | x | x | x | (40) | (64) | (55) |
| Courier Express Corp. | x | x | —0— | (47) | (100) | (153) |
| Custom Transport, Inc. | Na | Na | (8) | (41) | (45) | (47) |
| D. & D. Trucking Co. | x | x | (20) | 84 | Na | (84) |
| DeWitt, L. G., Inc. | (20) | (21) | (41) | (34) | (17) | 486 |
| Dietz Motor Lines, Inc. | x | Na | (7) | (26) | (21) | (82) |
| Dixie Trucking Co., Inc. | x | Na | (7) | (27) | (1) | (23) |
| Eagle Transport Corp. | x | Na | (3) | (21) | (17) | (43) |
| East Coast Transport Co., Inc. | (1) | (8) | (12) | (9) | (24) | (37) |
| Eastern Motor Lines, Inc. | x | x | (20) | (42) | (34) | (22) |
| Eastern Oil Transport, Inc. | Na | Na | 1 | (4) | (26) | (34) |
| Edwards Trucking, Inc. | Na | Na | Na | (51) | (50) | (70) |
| Everett, W., Truck Line | x | —0— | (1) | (6) | 19 | —0— |
| Felts Transport Corp. | x | x | x | x | x | (76) |
| Financial Courier Corp. | x | x | 36 | (41) | (86) | (117) |
| Gallimore, D. P. & Sons, Inc. | x | x | x | —0— | (3) | —0— |
| General Motor Lines, Inc. | x | (1) | (17) | (12) | (18) | (27) |
| Greyhound Storage, Inc. | (48) | (1) | (129) | 92 | 21 | 567 |
| H. & W. Trucking Co. | Na | Na | —0— | —0— | 18 | 7 |
| Henry, C. S., Transfer, Inc. | (34) | Na | (52) | (42) | (38) | (29) |
| Holland Transfer Co. | x | Na | (11) | (11) | (10) | (5) |
| Howell's Motor Freight, Inc. | x | (10) | (22) | (20) | (19) | (48) |
| Kenan Transport Co., Inc. | (6) | (20) | (72) | (154) | (62) | 206 |
| Lentz Transfer & Storage Co. | x | Na | 219 | (34) | (27) | —0— |
| M & M Tank Lines, Inc. | (2) | (22) | (367) | (80) | (40) | (28) |
| Martin Motor Lines, Inc. | x | Na | (7) | (15) | (6) | (8) |
| Martin Trf. & Storage Co. | 1 | 22 | (5) | (6) | (9) | 130 |
| Maybelle Transport Co. | 40 | (15) | (10) | (27) | (67) | (24) |
| Mercer Marine Transit | x | x | (12) | (17) | (14) | Na |
| Mid-State Delivery Service, Inc. | —0— | (1) | 2 | —0— | (4) | 2 |
| N.C. Coastal Motor Lines, Inc. | x | x | —0— | (82) | (49) | (47) |
| Nationwide Herse Carriers, Inc. | (26) | (52) | (41) | (69) | (72) | (91) |
| Neptune World-Wide Moving | x | x | (5) | 4 | 41 | (67) |
| North State Motor Lines, Inc. | (17) | (22) | (17) | (16) | (31) | (41) |
| Observer Transportation Co., The | (9) | (58) | (29) | (117) | (42) | (55) |
| Petroleum Transportation, Inc. | (12) | (20) | (24) | (30) | (45) | (44) |
| Pitt County Transportation Co., Inc. | (5) | (10) | (22) | (9) | (25) | (6) |
| Quality Oil Transport | (1) | 12 | 8 | 27 | 44 | 43 |
| Rothrock, J. L., Inc. | x | Na | (16) | (19) | (22) | (43) |
| Security Storage Co., Inc. | x | x | —0— | (2) | —0— | —0— |
| Smith, Aaron, Trucking Co. | x | Na | 4 | —0— | (4) | —0— |
| Smith, M.M. Storage Warehouse, Inc. | x | Na | 4 | (21) | (14) | 1 |
| Southern Oil Transportation Co., Inc. | (19) | (2) | (2) | (2) | (8) | 27 |
| Stegall Milling Co. | —0— | (1) | 101 | 133 | 213 | 76 |
| Stegall, T. G., Co. | —0— | (17) | (14) | (13) | 9 | (9) |
| Sugar Transport, Inc. | (10) | (41) | (97) | (30) | (16) | (24) |
| Superior Motor Express, Inc. | x | Na | (3) | (19) | (21) | (19) |
| Tallant Transfer, Inc. | (12) | (33) | (36) | (15) | 59 | (13) |
| Tarheel Transport, Inc. | (4) | (1) | 3 | —0— | 6 | (24) |
| Tatum-Dalton Transfer Co. | —0— | 12 | 32 | (4) | (12) | 82 |
| Tidewater Transit Co., Inc. | (4) | Na | (30) | (24) | (23) | (61) |
| Underwood & Weld Co., Inc. | x | x | (13) | (19) | (26) | (23) |
| Vickers, C.L., Transfer | x | Na | 215 | 7 | (7) | —0— |
| Wallace Trucking Co. | x | Na | (10) | (1) | (17) | 25 |
| Washburn Storage Co. | 61 | (34) | 51 | 19 | (3) | 152 |
| Widenhouse, A. C., Inc. | (30) | (17) | (39) | (31) | (59) | (36) |
| Williamson Truck Lines, Inc. | x | x | (46) | (59) | (6) | (1) |
| Yarbrough Transfer Co. | x | Na | 27 | 32 | 5 | (19) |
| Yeary Transfer Co., Inc. | (19) | (25) | (4) | (12) | (35) | (19) |
| Totals (75 carriers listed above) | $ (175) | $ (464) | $ (1,620) | $ (1,256) | $ (1,173) | $ 508 |

Na Not available
x Not in operation

## FIGURE NO. 41—Continued

MOTOR FREIGHT CARRIERS—CLASS II
Income, Expense, Operating Ratios, and Net Income Data for the Years Ended
December 31, 1960, 1965, 1970, 1972 - 1974
(North Carolina and Total System)

**Net Income After Taxes—Total System**

| | 1960 | 1965 | 1970 | 1972 | 1973 | 1974 |
|---|---|---|---|---|---|---|
| Air Freight, Inc. | $ Na | $ Na | $ (2) | $ (80) | $ (112) | $ (27) |
| American Van & Storage, Inc. | x | x | x | 11 | (30) | 12 |
| Anderson Truck Line, Inc. | 5 | 21 | 43 | (3) | 42 | 43 |
| Barnett Truck Lines, Inc. | x | 21 | 33 | 21 | (9) | 32 |
| Billings Trucking Corp. | 19 | 71 | 52 | 40 | 98 | 66 |
| Black's Motor Express, Inc. | Na | Na | —0— | 12 | 6 | (2) |
| Blue Ridge Trucking Co. | 28 | 12 | (2) | 12 | 27 | 24 |
| Bulk Haulers, Inc. | x | x | 62 | 96 | 186 | 238 |
| Burnham Van Service of N.C., Inc. | x | Na | 27 | (13) | 21 | 43 |
| Cargocare Transportation Co., Inc. | 6 | —0— | 29 | 21 | 11 | 24 |
| Carolina Asphalt & Petroleum Co. | 3 | 3 | 5 | 7 | 1 | —0— |
| Carolina Transfer & Storage Co. | 34 | 38 | 42 | 75 | 58 | 144 |
| Carroll's Transfer, Inc. | 9 | 45 | (1) | 14 | 29 | (19) |
| Charlotte Van & Storage Co. | (5) | 14 | 8 | 11 | 10 | 24 |
| Claremont Motor Lines, Inc. | —0— | 77 | 68 | (21) | (61) | (26) |
| Clarkson Bros. Machinery, Inc. | x | x | 8 | (13) | (7) | 27 |
| Coast Refrigerated Trucking Co. | x | x | x | 57 | 76 | 54 |
| Courier Express Corp. | x | x | (13) | (9) | 1 | 34 |
| Custom Transport, Inc. | x | Na | 6 | 31 | 40 | 38 |
| D. & D. Trucking Co. | x | x | 17 | (2) | Na | (176) |
| DeWitt, L. G., Inc. | 1 | 5 | 25 | 80 | 15 | (114) |
| Dietz Motor Lines, Inc. | x | Na | 42 | 57 | 107 | 72 |
| Dixie Trucking Co., Inc. | x | Na | 17 | 12 | 4 | 11 |
| Eagle Transport Corp. | x | Na | (1) | 46 | 45 | 19 |
| East Coast Transport Co., Inc. | 10 | 9 | (10) | 36 | 37 | 39 |
| Eastern Motor Lines, Inc. | x | x | (61) | (25) | (91) | (102) |
| Eastern Oil Transport, Inc. | Na | Na | (9) | 11 | 34 | 38 |
| Edwards Trucking, Inc. | Na | Na | Na | 93 | 102 | 135 |
| Everett, W., Truck Line | x | (34) | 20 | 53 | 16 | (5) |
| Felts Transport Corp. | x | x | x | x | x | 55 |
| Financial Courier Corp. | x | x | (24) | 38 | 86 | 112 |
| Gallimore, D. P. & Sons, Inc. | x | x | x | 54 | 12 | 14 |
| General Motor Lines, Inc. | x | 52 | 25 | 34 | 27 | 28 |
| Greyhound Storage, Inc. | 54 | 6 | 129 | (93) | (23) | (40) |
| H. & W. Trucking Co. | Na | Na | 1 | 4 | 27 | 81 |
| Henry, C. S., Transfer, Inc. | 32 | Na | 128 | 43 | 59 | 35 |
| Holland Transfer Co. | x | Na | (1) | 28 | 23 | 21 |
| Howell's Motor Freight, Inc. | x | 15 | 18 | 18 | 31 | 58 |
| Kenan Transport Co., Inc. | 18 | 16 | 43 | 70 | 173 | 342 |
| Lentz Transfer & Storage Co. | x | Na | 602 | (8) | 9 | (6) |
| M & M Tank Lines, Inc. | (14) | 21 | (227) | (166) | (106) | (103) |
| Martin Motor Lines, Inc. | x | Na | 13 | 19 | 3 | 25 |
| Martin Trf. & Storage Co. | 22 | 38 | (44) | 1 | 12 | (25) |
| Maybelle Transport Co. | 61 | 24 | 52 | (3) | (30) | (20) |
| Mercer Marine Transit | x | x | —0— | 27 | 6 | Na |
| Mid-State Delivery Service, Inc. | (1) | 2 | (6) | 5 | 19 | 3 |
| N.C. Coastal Motor Lines, Inc. | x | x | 27 | (75) | (40) | (109) |
| Nationwide Herse Carriers, Inc. | (38) | 31 | 27 | 44 | 51 | 73 |
| Neptune World-Wide Moving | x | x | 14 | 23 | 32 | 11 |
| North State Motor Lines, Inc. | 2 | 2 | 32 | 43 | 29 | 49 |
| Observer Transportation Co., The | 13 | 65 | 26 | 131 | 69 | 83 |
| Petroleum Transportation, Inc. | 17 | 39 | (10) | 7 | (12) | (70) |
| Pitt County Transportation Co., Inc. | 9 | 15 | 26 | 26 | 53 | 12 |
| Quality Oil Transport | 221 | 278 | 229 | 246 | 232 | 327 |
| Rothrock, J. L., Inc. | x | Na | 12 | 45 | 9 | 54 |
| Security Storage Co., Inc. | x | x | (1) | 12 | (56) | 32 |
| Smith, Aaron, Trucking Co. | x | Na | 7 | 209 | (12) | —0— |
| Smith, M.M. Storage Warehouse, Inc. | x | Na | 1 | 3 | (4) | 8 |
| Southern Oil Transportation Co., Inc. | 44 | 38 | (22) | (11) | (85) | 47 |
| Stegall Milling Co. | 33 | 95 | 109 | 108 | 137 | 91 |
| Stegall, T. G., Co. | 5 | 5 | 167 | 100 | 86 | 89 |
| Sugar Transport, Inc. | 18 | 44 | 40 | 131 | 112 | 81 |
| Superior Motor Express, Inc. | x | Na | (21) | 27 | 1 | (1) |
| Tallant Transfer, Inc. | 2 | 52 | (75) | (34) | (81) | 19 |
| Tarheel Transport, Inc. | 5 | 10 | (4) | 77 | 85 | 128 |
| Tatum-Dalton Transfer Co. | 13 | 32 | 21 | 45 | 47 | 65 |
| Tidewater Transit Co., Inc. | 14 | Na | 57 | 64 | 67 | 80 |
| Underwood & Weld Co., Inc. | x | x | 55 | 67 | 61 | 94 |
| Vickers, C.L., Transfer | x | Na | 20 | 15 | —0— | (69) |
| Wallace Trucking Co. | x | Na | 36 | (3) | 49 | 37 |
| Washburn Storage Co. | 15 | 18 | 13 | 5 | 1 | 26 |
| Widenhouse, A. C., Inc. | 24 | 74 | 64 | —0— | 92 | 127 |
| Williamson Truck Lines, Inc. | x | x | 11 | 62 | 18 | 26 |
| Yarbrough Transfer Co. | x | Na | 13 | 45 | 20 | 24 |
| Yeary Transfer Co., Inc. | (34) | 4 | (44) | 17 | (29) | 20 |
| Totals (75 carriers listed above) | $ 57 | $ 234 | $ 186 | $ 518 | $ 443 | $ 657 |
| | $ 645 | $ 1,258 | $ 1,944 | $ 2,130 | $ 1,926 | $ 2,580 |

Na Not available
X Not in operation

## FIGURE NO. 42

### MOTOR FREIGHT CARRIERS (CLASS III)

Income, Expense, and Operating Ratio for the Year Ended December 31, 1974
(North Carolina and Total System)

| Company | N.C. Operating Revenues | Gross Operating Revenues | Total Operating Expenses | Operating Ratio - % |
|---|---|---|---|---|
| A-1 Moving & Storage, Inc. | $ 118,308 | $ 118,308 | $ 127,105 | 107.4 |
| AAA Storage Co., Inc. | 62,683 | 126,329 | 122,595 | 97.0 |
| AAA Van Service, Inc. | 79,118 | 79,118 | 98,289 | 124.2 |
| ABC Moving & Storage, Inc. | 120,985 | 120,985 | 115,541 | 95.5 |
| A & J Motor Lines, Inc. | 90,563 | 101,194 | 101,392 | 100.2 |
| Abernethy Transfer & Storage Co., Inc. [1] | 209,471 | 199,153 | 201,530 | 101.2 |
| ACE Moving Company | 28,585 | 186,975 | 143,434 | 76.7 |
| ACME Movers & Storage Co., Inc. | 73,026 | 73,026 | 100,720 | 137.9 |
| Airway Moving & Storage, Inc. | 198,258 | 198,258 | 197,728 | 99.7 |
| A. K. Motors | Na | Na | Na | Na |
| Alamance Transfer and Storage Co., Inc. | 3,217 | 6,939 | 10,202 | 147.0 |
| Alexander Trucking Co. | 87,843 | 87,843 | 78,568 | 89.4 |
| Allen Brothers Transfer Co. | 28,395 | 70,989 | 76,183 | 107.3 |
| Allen's Moving & Storage, Inc. | 100,750 | 100,750 | 87,590 | 86.9 |
| Allen's Moving Service of Fayetteville, Inc. | 8,856 | 8,856 | 26,774 | 302.3 |
| Allred, Wyatt C., Trailer Towing Service | 7,565 | 7,565 | 5,703 | 75.4 |
| Allstate Mobile Home Service, Inc. | 3,360 | 3,360 | Na | Na |
| All-States Moving & Storage, Inc. | 25,934 | 292,678 | 277,677 | 94.9 |
| American Movers, Inc. | 166,617 | 368,251 | 368,768 | 100.1 |
| American Parcel Service, Inc. | 151,395 | 151,395 | 149,028 | 98.4 |
| Asheville Transfer & Storage, Inc. | 140,358 | 101,847 | 100,172 | 98.4 |
| Ashford, T. P., Oil Co. | 78,560 | 78,560 | 57,684 | 73.4 |
| Atkins, Howard | 6,985 | 6,985 | 5,694 | 81.5 |
| Autry Trucking Co. | 25,586 | 25,586 | 22,917 | 89.6 |
| B & C Trucking Co., Inc. | 39,173 | 39,173 | 37,539 | 95.8 |
| B & L Trucking Co., Inc. of Albemarle, N. C. | 206,941 | 202,134 | 188,107 | 93.1 |
| B & M Transportation Co. | 168,821 | 168,821 | 137,407 | 81.4 |
| B & P Motor Lines | 35,291 | 251,183 | 371,156 | 147.8 |
| Baker, Tom, Express, Inc. | 190,674 | 190,674 | 179,081 | 93.9 |
| Balkcum, Erastus, Jr. | 41,373 | 41,373 | 29,411 | 71.1 |
| Barnes Motor Lines | —0— | —0— | —0— | —0— |
| Bartlett Transfer Co., Inc. | 56.414 | 56,414 | 59,769 | 105.9 |
| Batson Transfer & Storage Co., Inc. | 29,996 | 29,996 | 28,739 | 95.8 |
| Batts, T. L., Transfer Co. | 37,552 | 37,552 | 36,378 | 96.9 |
| Baucom's Transfer & Storage Co., Inc. | 513,752 | 513,752 | 501,647 | 97.6 |
| Baxley's Transfer, Inc. | —0— | —0— | —6— | Na |
| Beasley Transport, Inc. | 44,382 | 44,382 | 34,353 | 77.4 |
| Bell Truck Line | 30,402 | 106,535 | 35,708 | 33.5 |
| Benton Moving & Storage Co. of N. C. | Na | Na | Na | Na |
| Beulaville Milling Co., Inc. | 95,724 | 95,724 | 90,930 | 95.0 |
| Biltmore Transfer Co. | 66,054 | 66,054 | 53,993 | 81.7 |
| Bird Transit, Inc. | 16,573 | 16,573 | 15,619 | 94.2 |
| Blackmon, Jeffrey | 24,612 | 102,375 | 107,920 | 105.4 |
| Blair Transit Co. | 90,973 | 608,514 | 553,914 | 91.0 |
| Blevins Tire & Moving Co. | 36,811 | 37,562 | 18,207 | 48.5 |
| Bob's Mobile Home Transport & Service | 25,742 | 25,742 | 22,878 | 88.9 |
| Bonanza Mobile Homes | 318,226 | 494 | 300 | 60.7 |
| Bonanza Tank Lines, Inc. | 274,875 | 274,875 | 250,787 | 91.2 |
| Boone, D.L. | 12,393 | 12,393 | 9,077 | 73.2 |
| Bostick, James R. | 22,500 | 29,261 | 23,703 | 81.0 |
| Bowen's Moving and Storage, Inc. | 245,424 | 245,424 | 219,255 | 89.3 |
| Bradley, Bill B., Trailer Convoy | 8,476 | 8,476 | 5,659 | 66.8 |
| Branch Moving & Storage Co. | 19,810 | 280,035 | 321,162 | 114.7 |
| Branch's Transfer | 91,656 | 91,656 | 85,629 | 93.4 |
| Brazille, Daniel Charles | 84,780 | 84,780 | 75,538 | 89.1 |
| Brevard Moving & Storage Co. | 29,803 | 29,803 | 25,812 | 86.6 |
| Bright Belt Motor Lines, Inc. | 271,003 | 271,003 | 258,292 | 95.3 |
| Bright's Transfer | 25,566 | 25,566 | 15,550 | 60.8 |
| Brigman Transfer Co. | 15,567 | 15,567 | 12,908 | 82.9 |
| Brown, Charles T., Truck Lines, Inc. | 297,689 | 363,490 | 339,980 | 93.5 |
| Brown Oil & Transit Co., Inc. | 70,446 | 70,446 | 62,236 | 88.3 |
| Brown's Car Transporting | 49,800 | 49,800 | 37,059 | 74.4 |
| Bryan Transport Co. | 132,284 | 132,284 | 106,266 | 80.3 |
| Bryant's Trailer Convoy | 60,324 | 60,324 | 25,628 | 42.5 |
| Bullock, Richard E. | 9,125 | 9,125 | 4,653 | 51.0 |
| Byers, Samuel A. | 21,916 | 21,916 | 12,125 | 55.3 |
| C & G Mobile Home Towing Service | 4,845 | 4,845 | 5,393 | 111.3 |
| C & S Motor Express, Inc. | 111,523 | 111,523 | 100,949 | 90.5 |

FIGURE NO. 42—Continued

MOTOR FREIGHT CARRIERS (CLASS III)

Income, Expense, and Operating Ratio for the Year Ended December 31, 1974
(North Carolina and Total System)

| Company | N.C. Operating Revenues | Gross Operating Revenues | Total Operating Expenses | Operating Ratio - % |
|---|---|---|---|---|
| Capital Moving & Warehousing, Inc. | $326,709 | $326,709 | $322,447 | 98.7 |
| Capitol Van Lines, Inc. | 66,846 | 66,846 | 77,641 | 116.1 |
| Cardinal Moving & Storage, Inc. | 58,122 | 128,588 | 122,257 | 95.1 |
| Carey, A.J., Oil Co., Inc. | 52,434 | 52,434 | 29,395 | 56.1 |
| Carolina Carriers, Inc. | 377,226 | 377,226 | 351,954 | 93.3 |
| Carolina Crane Corp. | 131,465 | 131,465 | 158,169 | 120.3 |
| Carolina Haulers, Inc. | 65,145 | 65,145 | 51,975 | 79.8 |
| Carolina Mobile Movers | 66,106 | 66,106 | 62,601 | 94.7 |
| Carolina Storage Corp. | 677,877 | 191,729 | 147,040 | 76.7 |
| Carolina Tank Lines | 523,890 | 523,890 | 470,312 | 89.8 |
| Carolina Trucking Co., Inc. | 385 | 385 | 855 | 222.1 |
| Carolina Van & Storage, Inc. | 37,189 | 37,189 | 39,574 | 106.4 |
| Carpenter Trucking Co. | 301,478 | 301,478 | 267,393 | 88.7 |
| Carr Transport, Inc. | 5,112 | 5,112 | 6,517 | 127.5 |
| Carter, Robahlee | 442,097 | 442,097 | 268,221 | 60.7 |
| Case Trucking Co. | 144,168 | 144,168 | 154,432 | 107.1 |
| Cashion Moving & Storage, Inc. | 72,861 | 72,861 | 71,032 | 97.5 |
| Casper, Milton L. | 3,592 | 3,592 | 2,567 | 71.5 |
| Caustic Soda Transportation Co. | 381,247 | 393,038 | 377,136 | 96.0 |
| Cauthen Gin & Bag Co., Inc. | 427,041 | 427,041 | 389,478 | 91.2 |
| Central Carolina Bonded Warehouse, Inc. | 273,881 | 273,881 | 267,510 | 97.7 |
| Champion Storage & Trucking Co., Inc. | 72,854 | 158,568 | 154,620 | 97.5 |
| Champion Transfer Co. | 8,377 | 35,323 | 30,829 | 87.3 |
| Charlotte Merchants Delivery, Inc. | Na | Na | Na | Na |
| Charlotte Transportation Co., Inc. | 233,073 | 233,073 | 208,715 | 89.5 |
| Chavis, Willie R., Transfer | —0— | —0— | —0— | —0— |
| Citizen Express, Inc. | 68,931 | 68,931 | 78,862 | 114.4 |
| City Fuel & Tire Co. | 4,791 | 4,791 | 6,821 | 142.4 |
| City Transfer & Storage Co. | 327,528 | 221,650 | 184,295 | 83.1 |
| City Transfer & Storage of Fayetteville, Inc. | 12,570 | 12,570 | 13,211 | 105.1 |
| Clark's Transfer Co. | 41,027 | 41,027 | 26,259 | 64.0 |
| Clay's Transfer Co., Inc. | 355,380 | 623,365 | 605,622 | 97.2 |
| Clem's Mobile Home Service | 29,511 | 29,511 | 24,779 | 84.0 |
| Coastal Moving Co., Inc. | 9,070 | 226,325 | 189,431 | 83.7 |
| Coastal Transport, Inc. | 439,932 | 439,932 | 413,506 | 94.0 |
| Coats, Lewis C. | 25,008 | 25,008 | 22,696 | 90.8 |
| Cockerham, Wallace | 3,964 | 3,964 | 3,051 | 77.0 |
| Coleman Trucking & Seeding Co., Inc. | 31,013 | 31,013 | 41,272 | 136.3 |
| Coltrain, Tilmon R. | 42,569 | 42,569 | 40,201 | 94.4 |
| Columbus Motor Lines, Inc. | 28,827 | 28,827 | 25,117 | 87.1 |
| Commercial & Package Delivery Service, Inc. | 362,916 | 362,916 | 331,522 | 91.3 |
| Commercial Warehouse, Inc. | 14,513 | 14,513 | 17,101 | 117.8 |
| Contract Transporter, Inc. | 144,527 | 144,527 | 124,084 | 85.9 |
| Cooke Trucking Co., Inc. | 9,688 | 336,010 | 327,374 | 97.4 |
| Cooper's Mobile Home Moving Service | 54,184 | 54,184 | 58,703 | 108.3 |
| Cotton Growers Warehouses, Inc. | 806,895 | 160,650 | 173,060 | 107.7 |
| Cromartie Transport Co. | 298,975 | 298,975 | 290,484 | 97.2 |
| Crouch, Reid-Rigger | —0— | —0— | —0— | —0— |
| Crown Moving & Storage, Inc. | 117,522 | 117,522 | 113,426 | 96.5 |
| Crumpler, Dwight L. | 11,571 | 11,571 | 6,728 | 58.1 |
| Culberson Motor Lines, Inc. | 200,372 | 466,742 | 466,285 | 99.9 |
| Cummins, W.A. | 15,899 | 15,899 | 7,500 | 47.2 |
| Currin, C.W., Mobile Movers | 1,100 | 1,100 | 1,970 | 179.1 |
| Curtis, Bruce, Trucking Co. | 24,249 | 63,942 | 80,264 | 125.5 |
| Custom Moving & Storage, Inc. | 13,880 | 6,486 | 7,534 | 116.2 |
| Davie Truckers, Inc. | 342,924 | 342,924 | 315,731 | 92.1 |
| Davis, Lewis Thompson, Jr. | —0— | —0— | 6,166 | —0— |
| Davis Moving & Storage Co. | 18,673 | 18,673 | 10,227 | 54.8 |
| Davis Transportation Co. | 37,688 | 37,688 | 33,907 | 90.0 |
| Dawson-Joyce Moving & Storage Co. | 23,723 | 210,086 | 202,861 | 96.6 |
| Dedmon, A.V., Trucking, Inc. | 421,331 | 421,331 | 404,102 | 95.9 |
| DeHaven's Transfer & Storage, Inc. | 245,718 | 84,505 | 204,569 | 242.1 |
| Digg's, Ester | Na | Na | Na | Na |
| Dimsdale Moving & Storage | 10,497 | 50,735 | 42,732 | 84.2 |
| Disher Co., The | 8,039 | 8,893 | 16,923 | 1903.0 |
| Dixie Moving & Storage Co., Inc. | 24,669 | 107,352 | 101,963 | 95.0 |
| Douglas & Bess, Inc. | 846,840 | 838,373 | 806,312 | 96.2 |
| Douglas, J.W. | 5,438 | 5,438 | 4,797 | 88.2 |
| Doug's Mobile Home Towing | $ 9,756 | $ 9,756 | $ 9,200 | 94.3 |

FIGURE NO. 42—Continued

## MOTOR FREIGHT CARRIERS (CLASS III)

Income, Expense, and Operating Ratio for the Year Ended December 31, 1974
(North Carolina and Total System)

| Company | N.C. Operating Revenues | Gross Operating Revenues | Total Operating Expenses | Operating Ratio - % |
|---|---|---|---|---|
| Dreamland Mobile Home Park | $ 11,508 | $ 11,508 | $ 9,083 | 78.9 |
| Durham Transfer & Storage, Inc. | 81,287 | 342,617 | 360,620 | 105.3 |
| E-B Trucking Company, Inc. | 475,451 | 475,451 | 435,197 | 91.5 |
| E & B Corporation | 38,397 | 38,397 | 31,323 | 81.6 |
| Eastern Refrigerated Transport, Inc. | 52,861 | 52,861 | 48,674 | 92.1 |
| Eastern Transit & Storage Co. | 350,908 | 423,255 | 444,807 | 105.1 |
| Economy Transport Co., Inc. | 116,785 | 116,785 | 116,861 | 100.1 |
| Edmac Trucking Co., Inc. | 325,581 | 438,388 | 418,653 | 95.5 |
| Edwards, James Woodrow | 8,843 | 8,843 | 6,299 | 71.2 |
| Edwards, Oliver, Moving Co. | 10,885 | 10,885 | 4,215 | 38.7 |
| Eggleston, Gorris, Oil Transport, Inc. | 24,544 | 24,544 | 22,596 | 92.1 |
| Electronic Moving & Storage | 140,010 | 249,280 | 179,072 | 71.8 |
| Elks, Charlie D. | 87,888 | 601,705 | 733,507 | 121.9 |
| Elledge, Wade, Trucking | 59,299 | 59,299 | 34,993 | 59.0 |
| Eller, Sam D., Motor Carrier, Inc. | 17,628 | 17,628 | 15,739 | 89.3 |
| Ellington Transport, Inc. - (a) | 44,456 | 44,456 | 33,279 | 74.9 |
| Ellis, Lathan | 7,190 | 7,190 | 3,673 | 51.1 |
| Empire Moving & Storage Co. | Na | Na | Na | Na |
| Erwin Oil Company, Inc. | 5,981 | 5,981 | 5,931 | 99.2 |
| Everett Motor Lines | 1,703 | 1,703 | 433 | 25.4 |
| Ezzell, James A. | 209,953 | 209,953 | 147,591 | 70.3 |
| Ezzell Trucking, Inc. | 254,292 | 504,771 | 618,339 | 122.5 |
| F & B Truck Line, Inc. | 287,068 | 287,068 | 283,825 | 98.9 |
| Faircloth, Henry, Transfer | 70,402 | 49,281 | 15,748 | 32.0 |
| Faircloth Moving & Storage Co., Inc. | 100,678 | 100,678 | 111,112 | 110.4 |
| Farmers Oil Company, Inc. | 85,511 | 85,511 | 70,756 | 82.7 |
| Farrar Transfer and Storage Warehouse | 88,116 | 77,068 | 67,796 | 88.0 |
| Fayetteville Moving & Storage, Inc. | 442,972 | 290,780 | 272,053 | 93.6 |
| Federal Motor Express | 182,463 | 182,463 | 181,488 | 99.5 |
| Fidelity Moving & Storage Co., Inc. | 107,748 | 107,748 | 99,987 | 92.8 |
| Fleming-Shaw Transfer & Storage, Inc. | 201,370 | 201,370 | 224,896 | 111.7 |
| Fletcher Mobile Homes, Inc. | 1,915 | 1,915 | 994 | 51.9 |
| Foster, George, Transfer | 111,388 | 111,388 | 90,307 | 81.1 |
| Fowler, M.M., Inc. | 174,260 | 174,260 | 144,310 | 82.8 |
| Fox Brothers | 13,162 | 13,162 | 7,351 | 55.9 |
| Frady, James Woodrow | 38,824 | 38,824 | 29,993 | 77.3 |
| Freck Mobile Home Service | 9,696 | 9,696 | 7,643 | 78.8 |
| G.T.R., Inc. | 159,253 | 159,253 | 106,373 | 66.8 |
| Gardner-Creech Oil Co., Inc. | 1,915 | 1,915 | 3,559 | 185.8 |
| Garner, Wesley E. | 90,354 | 90,354 | 85,515 | 94.7 |
| Gasperson, Roy M. | 38,802 | 38,802 | 19,828 | 51.1 |
| Gibson, John Louie | 13,186 | 13,186 | 7,718 | 58.5 |
| Gilbert Transfer Company | 287,176 | 294,304 | 268,239 | 91.1 |
| Gilbert Trucking Company | 81,849 | 122,162 | 104,821 | 85.8 |
| Goldsboro Vann and Storage, Inc. | 84,610 | 84,610 | 79,624 | 94.1 |
| Goodwin, Kenneth W., Transfer Co. | 123,674 | 123,674 | 111,082 | 89.8 |
| Grady Horse Transportation, Inc. | 72,662 | 72,662 | 76,457 | 105.2 |
| Grady Moving & Storage, Inc. | 218,004 | 218,004 | 214,458 | 98.4 |
| Grandpaps Mobile Home Service | 48,046 | 48,046 | 41,501 | 86.4 |
| Grantham Mobile Home Park Sales & Service | 17,334 | 36,337 | 44,701 | 123.0 |
| Grantham's Transfer | 6,732 | 15,335 | 11,278 | 73.5 |
| Granville House, Inc. | 203,392 | 203,392 | 196,883 | 96.8 |
| Greene Haulers, Inc. | 47,373 | 47,373 | 47,295 | 99.8 |
| Greenwood Transfer & Storage Co., Inc. | 1,515 | 72,683 | 63,130 | 86.9 |
| Gresham, Sam T. | 69,266 | 69,266 | 43,644 | 63.0 |
| Griffin Transfer & Storage Co., Inc. | 73,154 | 73,154 | 60,378 | 82.5 |
| Griffin, Walter Johnson | Na | Na | Na | Na |
| Grimes, Alton E. | 130,009 | 130,009 | 118,041 | 90.8 |
| Grose, Jr. R., Transfer Co. | 55,705 | 55,705 | 47,574 | 85.4 |
| Groves, F.W. Trucking Co., Inc. | 275,539 | 344,423 | 351,251 | 102.0 |
| Hafer Transfer Co. | Na | Na | Na | Na |
| Haigler Trucking Co. | 21,258 | 43,590 | 39,535 | 90.7 |
| Haley Transfer & Storage, Inc. | 6,895 | 6,895 | 6,209 | 90.1 |
| Hall's Mobile Home Co., Inc. | 395,143 | 395,143 | 92,440 | 23.4 |
| Hall's Transfer | 29,384 | 29,384 | 13,997 | 47.6 |
| Hamrick, J. Austin | 5,101 | 5,101 | 2,946 | 57.8 |
| Harnett Transfer, Inc. | 31,882 | 186,639 | 244,978 | 131.3 |
| Harper Trucking Co. | 502,688 | 498,889 | 436,943 | 87.6 |
| Hatcher, M.L., Pickup and Delivery Service, Inc. | $1,209,567 | $1,209,567 | $1,135,095 | 93.8 |

FIGURE NO. 42—Continued

## MOTOR FREIGHT CARRIERS (CLASS III)

Income, Expense, and Operating Ratio for the Year Ended December 31, 1974
(North Carolina and Total System)

| Company | N.C. Operating Revenues | Gross Operating Revenues | Total Operating Expenses | Operating Ratio - % |
|---|---|---|---|---|
| Haywood-Atkins Trucking Co., Inc. | $ 47,447 | $118,618 | $113,988 | 96.1 |
| Haywood Transfer & Storage Co., Inc. | 55,901 | 55,901 | 39,061 | 69.9 |
| Hebenofa Truck Line, Inc. | 49,338 | 54,820 | 52,800 | 96.3 |
| Hendrix, T.C., Jr. | 16,200 | 16,200 | 11,340 | 70.0 |
| Herlocker Oil Co. | 10,852 | 10,852 | 13,781 | 127.0 |
| Hester Transfer & Storage Co., Inc. | 36,227 | 45,359 | 46,382 | 102.3 |
| Hester, C.S., Transfer Co. | 32,150 | 32,150 | 27,861 | 86.7 |
| Hickory Merchants Delivery | 39,463 | 39,463 | 21,742 | 55.1 |
| Hickory Mobile Home Movers, Inc. | 18,030 | 18,030 | 21,036 | 116.7 |
| Highland Moving & Storage Co., Inc. | 100,910 | 100,910 | 97,036 | 96.2 |
| High Point Delivery Co., Inc. | 12,920 | 12,920 | 14,040 | 108.7 |
| Hill, I. H., Transfer & Storage, Inc. | 74,674 | 129,032 | 145,678 | 112.9 |
| Hill-Top Transport | 117,363 | 117,363 | 116,081 | 98.9 |
| Hobgood Transport, Inc. | 22,972 | 33,215 | 33,005 | 99.4 |
| Hodges Brothers | 24,987 | 100,308 | 88,887 | 88.6 |
| Hodges, Ed F., Inc. | 138,383 | 138,383 | 124,387 | 89.9 |
| Hollowell Transportation Co., Inc. | 68,019 | 68,019 | 76,069 | 111.8 |
| Holt, H.R. | 70,536 | 70,536 | 66,932 | 94.9 |
| Honeycutt, J.B., Company, Inc. | 343,717 | 343,717 | 365,518 | 106.3 |
| Hopkins, Dillard O'dell | 140,771 | 140,771 | 137,815 | 97.9 |
| Hopper Brothers, Inc. | 16,752 | 16,752 | 16,537 | 98.7 |
| Howell Transfer Co. | 109,496 | 162,217 | 134,999 | 83.2 |
| Hudson, Donald S. | 18,007 | 18,007 | 10,750 | 59.7 |
| Hudson, Nathaniel J. | 4,730 | 20,688 | 11,123 | 53.8 |
| Huffman, P.T., Transfer, Inc. | 351,246 | 351,246 | 350,637 | 99.8 |
| Humphrey-Hardison Oil Co. | 27,608 | 27,608 | 21,690 | 78.6 |
| Humphrey, Troy, Moving & Storage, Inc. | 318,360 | 318,360 | 301,406 | 94.7 |
| Hunter's Trailer Transit Co. | 9,399 | 9,399 | 4,758 | 50.6 |
| Ingle Transfer & Storage Co., Inc. | 303,243 | 179,449 | 198,828 | 110.8 |
| Iredell Milk Transportation, Inc. | 233,292 | 388,820 | 364,876 | 93.8 |
| Isenhower Transfer & Storage Co. | 122,008 | 207,970 | 207,227 | 99.6 |
| Ives Transport, Inc. | 158,277 | 158,277 | 149,170 | 94.2 |
| J & A Mobile Homes | 10,033 | 10,033 | 7,695 | 76.7 |
| Jack's Mobile Home Service | 38,444 | 38,444 | 36,005 | 93.7 |
| Jackson Moving & Storage Co., Inc. | 153,377 | 204,503 | 200,514 | 98.0 |
| Jackson's Transfer | 5,311 | 28,349 | 19,791 | 69.8 |
| James Supply Co. | 61,797 | 61,797 | 53,257 | 86.2 |
| Jenkins, J.W., Inc. | 128,600 | 128,600 | 117,403 | 91.3 |
| Johnson's Mobile Home Services | 9,178 | 9,178 | 9,435 | 102.8 |
| Jones, Henderson S. | 44,503 | 44,503 | 44,144 | 99.2 |
| Jones Mobile Home Service | 12,341 | 12,341 | 8,153 | 66.1 |
| Jones Transfer, Inc. | 74,867 | 176,352 | 158,718 | 90.0 |
| Joyner Trucking Co. | 63,144 | 109,157 | 113,156 | 103.7 |
| Keever, L. J., Moving Service | 13,718 | 13,718 | 11,882 | 86.6 |
| Kepley Moving & Storage, Inc. | 32,689 | 32,689 | 31,019 | 94.9 |
| Kindle Pick-Up and Delivery Service | 28,000 | 28,000 | 14,399 | 51.4 |
| Kinston Moving & Storage, Inc. | 36,257 | 36,257 | 32,424 | 89.4 |
| Ladd, J.E., & Son | 39,319 | 39,319 | 24,441 | 62.2 |
| Laughinghouse, Charles C. | 15,646 | 15,646 | 14,258 | 91.1 |
| Leary Bros. Storage Co. | 387,053 | 10,809 | 12,919 | 119.5 |
| Lee, Ambrose, Jr. | 38,747 | 38,747 | 31,667 | 81.7 |
| Lee Oil of Greensboro, Inc. | 9,844 | 9,844 | 8,415 | 85.5 |
| Lee Transport, Inc. | 163,928 | 180,418 | 130,781 | 72.5 |
| Lenoir Transfer Co., Inc. | 263,111 | 263,111 | 250,214 | 95.1 |
| Lewis-Thompson Transfer | 505 | 505 | 914 | 181.0 |
| Lisk, Howard H., & Sons | 163,618 | 181,877 | 127,785 | 70.3 |
| Lockwood Brothers, Inc. | 1,305 | 116,703 | 181,004 | 155.1 |
| Long's Body Shop | 14,927 | 14,927 | 10,254 | 68.7 |
| Loving, T.A., Company | 25,118 | 25,118 | 24,105 | 96.0 |
| Lower Creek Mobile Homes | 47,392 | 47,392 | 34,559 | 72.9 |
| Lowe's Transfer Service | 15,028 | 63,376 | 52,900 | 83.5 |
| McBane-Brown Oil Co., Inc. | 4,893 | 4,893 | 3,262 | 66.7 |
| McCauley Brothers Moving & Storage, Inc. | 37,162 | 37,162 | 36,336 | 97.8 |
| McCauley Moving & Storage of Fayetteville, Inc. | 82,910 | 82,910 | 131,373 | 158.5 |
| McCotter, J.D., Inc. | 71,211 | 71,211 | 68,780 | 96.6 |
| McCoy's Transfer | 18,070 | 18,070 | 15,461 | 85.6 |
| McCullough, William F., Jr. | 45,903 | 45,903 | 47,982 | 104.5 |
| McKeithan, Julian Blue | 16,892 | 16,892 | 12,801 | 75.8 |
| McLaurin, Henry B. | $ 12,352 | $ 12,352 | $ 9,165 | 74.2 |

FIGURE NO. 42—Continued

## MOTOR FREIGHT CARRIERS (CLASS III)

Income, Expense, and Operating Ratio for the Year Ended December 31, 1974
(North Carolina and Total System)

| Company | N.C. Operating Revenues | Gross Operating Revenues | Total Operating Expenses | Operating Ratio - % |
|---|---|---|---|---|
| McLeod Trucking & Rigging Company, Inc. | $164,833 | $164,833 | $124,807 | 75.7 |
| M & S Transport, Inc. | 109,913 | 109,913 | 115,550 | 105.1 |
| Macon, Joseph L. | 217,881 | 217,881 | 188,488 | 86.5 |
| Ma-Let Postal Service, Inc. | Na | Na | Na | Na |
| Mallonee Village Warehouse, Inc. | 340 | 340 | 1,780 | 523.5 |
| Mangum, C.C., Inc. | 151,432 | 151,432 | 96,906 | 64.0 |
| Manly-Ray Moving | 22,175 | 23,591 | 10,844 | 46.0 |
| Mann, Leroy | 2,344 | 2,344 | 2,350 | 100.3 |
| Martin, Roger E., Inc. | 151,043 | 407,993 | 392,432 | 96.2 |
| Martin Transport Co., Inc. | 552 | 552 | 414 | 75.0 |
| Martin, W.M., Co., Inc. | 191,782 | 191,782 | 201,907 | 105.3 |
| Maxton Cotton Co., Inc. | Na | Na | Na | Na |
| Maxton Oil & Fertilizer Co. | —0— | —0— | —0— | —0— |
| May Moving of Goldsboro, Inc. | 26,028 | 179,206 | 170,163 | 95.0 |
| Media Express, Inc. | 148,567 | 148,567 | 204,221 | 137.5 |
| Meeks Moving Service | 21,887 | 21,887 | 12,139 | 55.5 |
| Merchants Moving & Storage, Inc. | 73,012 | 73,012 | 66,115 | 90.6 |
| Merchants Pick-up and Delivery Service, Inc. | 191,801 | 191,801 | 187,998 | 98.0 |
| Mid-State Service Co., Inc. | 47,797 | 47,797 | 28,788 | 60.2 |
| Mini Haul, Inc. | 16,082 | 16,082 | 18,882 | 117.4 |
| Mobile Home Sales & Repair | 3,490 | 3,490 | 1,557 | 44.6 |
| Modern Moving & Storage, Inc. | 326,767 | 259,020 | 219,899 | 84.9 |
| Moncure Motor Company, Inc. | 2,263 | 2,263 | 2,401 | 106.1 |
| Moore, R. Frank | 33,072 | 33,072 | 19,996 | 60.5 |
| Moore's Mobile Manor & Service | 18,111 | 18,111 | 15,117 | 83.5 |
| Morehead Moving & Storage | 10,793 | 10,793 | 7,933 | 73.5 |
| Morrisland Corporation | 60,267 | 60,267 | 66,598 | 110.5 |
| Morven Freight Lines, Inc. | 553,849 | 553,849 | 535,406 | 96.7 |
| Mullikin Transfer, Inc. | 75,161 | 75,161 | 76,749 | 102.1 |
| Mullis, Brandon L., Inc. | 334,270 | 334,270 | 328,458 | 98.3 |
| Murray, Phillip D., Trucking | 4,182 | 4,182 | 1,802 | 43.1 |
| Murray Transfer & Storage Co., Inc. | 343,413 | 343,413 | 341,189 | 99.4 |
| National Moving & Storage | 56,330 | 85,115 | 86,036 | 101.1 |
| Newsom Transports, Inc. | 15,389 | 71,946 | 57,248 | 79.6 |
| Nordan Transportation Co., Inc. | 37,883 | 37,883 | 35,703 | 94.2 |
| North America Movers of N.C., Inc. | Na | Na | Na | Na |
| Northwestern Dodge-Plymouth Sales, Inc. | 6,831 | 6,831 | 6,210 | 90.9 |
| Ormond, W.W., Transfer Co., Inc. | 157,880 | 157,880 | 130,529 | 82.7 |
| Ostrom Enterprises, Inc. | 24,690 | 24,690 | 25,599 | 103.7 |
| Overcash Transfer, Inc. | 32,214 | 64,427 | 62,664 | 97.3 |
| Overman, R.C., Trucking Co. | 302,702 | 302,702 | 251,581 | 83.1 |
| Owens, W.W., & Sons & Storage | 206,827 | 206,827 | 160,813 | 77.8 |
| P & Y Mobile Homes, Inc. | 16,846 | 16,846 | 12,881 | 76.5 |
| Package Delivery Service, Inc. of Durham, NC | 48,925 | 48,925 | 50,006 | 102.2 |
| Pait Transfer, Inc. | 183,790 | 327,320 | 324,623 | 99.2 |
| Pannell Transfer | 15,058 | 15,058 | 6,302 | 41.9 |
| Parker, Arthur | 37,707 | 37,707 | 12,768 | 33.9 |
| Parker, Donald C. | 35,524 | 35,524 | 14,681 | 41.3 |
| Parker's Van and Storage, Inc. | 1,704 | 169,485 | 156,977 | 92.6 |
| Parks Moving and Storage, Inc. | 70,473 | 70,473 | 64,780 | 91.9 |
| Parnell Transfer, Inc. | 29,871 | 202,677 | 204,048 | 100.7 |
| Patterson, Ralph Kenneth | 600 | 600 | 600 | 100.0 |
| Patterson Storage Warehouse Co., Inc. | 305,660 | 305,660 | 343,689 | 112.4 |
| Perry's Transfer | 108,271 | 108,271 | 82,277 | 76.0 |
| Petroleum Transport Co., Inc. | 178,985 | 178,985 | 154,370 | 86.2 |
| Phillips, A. Pete | 32,315 | 32,315 | 27,181 | 84.1 |
| Piedmont Fuel & Distributing Co., Inc. | 71,043 | 71,043 | 65,788 | 92.6 |
| Piedmont Mobile Home Movers | Na | Na | Na | Na |
| Piedmont Movers | 448,337 | 448,337 | 447,617 | 99.8 |
| Piedmont Van & Storage Co., Inc. | 27,628 | 311,965 | 296,955 | 95.2 |
| Pilot Van Lines, Inc. | —0— | —0— | —0— | —0— |
| Pipe Line Haulers, Inc. | —0— | —0— | 50 | Na |
| Planters Oil Co. | 6,346 | 6,346 | 4,293 | 67.6 |
| Polar Transport Co., Inc. | 69,453 | 69,453 | 92,660 | 133.4 |
| Pope's Mobile Home Moving | 5,905 | 19,485 | 13,580 | 69.7 |
| Pop's Trailer Towing Co., Inc. | 111,716 | 111,716 | 107,822 | 96.5 |
| Port City Transfer and Storage | 48,379 | 48,379 | 31,436 | 65.0 |
| Potter, Ben Felton | 24,307 | 108,309 | 122,390 | 113.0 |
| Price Mobile Home Mover | $ 6,210 | $ 6,210 | $ 3,008 | 48.4 |

FIGURE NO. 42—Continued

## MOTOR FREIGHT CARRIERS (CLASS III)

Income, Expense, and Operating Ratio for the Year Ended December 31, 1974
(North Carolina and Total System)

| Company | N.C. Operating Revenues | Gross Operating Revenues | Total Operating Expenses | Operating Ratio - % |
|---|---|---|---|---|
| Public Transport Corporation | $399,742 | $399,742 | $410,753 | 102.8 |
| Queen City Moving & Storage Company | 22,300 | 22,300 | 29,588 | 132.7 |
| Queen's Moving & Storage Co., Inc. | Na | Na | Na | Na |
| Rabon Transfer, Inc. | 56,017 | 286,119 | 276,316 | 96.6 |
| Raleigh Bonded Warehouse, Inc. | 257,322 | 257,322 | 301,056 | 117.0 |
| Raleigh Delivery Service, Inc. | 259,555 | 259,555 | 258,637 | 99.6 |
| Raleigh Furniture Storage Co. | 60,599 | 60,599 | 59,481 | 98.2 |
| Raymac-Supply Co., Inc. | 28,045 | 66,774 | Na | Na |
| Ray, Manly, Moving | 22,175 | 23,591 | 10,844 | 46.0 |
| Ray Moving and Storage, Inc. | 125,276 | 193,050 | 174,320 | 90.3 |
| Read's Truck Line. | 92,711 | 127,438 | 152,513 | 119.7 |
| REA Express | Na | Na | Na | Na |
| Record Truck Line, Inc. | 1,126,108 | 1,126,108 | 1,189,593 | 105.6 |
| Reliable Van & Storage, Inc. | 27,953 | 143,994 | 138,843 | 96.4 |
| Research Triangle Moving & Storage, Inc. | 187,381 | 187,381 | 176,743 | 94.3 |
| Rice, J. V., Mobile Home Transport | 13,573 | 13,573 | 13,095 | 96.5 |
| Ricks Trailer Park | 18,223 | 18,223 | 9,831 | 53.9 |
| Riverside Mobile Home Movers | 23,773 | 23,773 | 16,064 | 67.6 |
| Rogers Transportation Co., Inc. | 533,752 | 533,752 | 545,847 | 102.3 |
| Ronald's Trailer Transport | 56,673 | 70,841 | 52,619 | 74.3 |
| Roney, W. C., Trucking Co. | 31,106 | 31,106 | 30,528 | 98.1 |
| Rorer, Russell D. | Na | Na | Na | Na |
| Rosdahl, Lloyd V. | 170,721 | 170,721 | 133,158 | 78.0 |
| Roy's Mobile Home Movers | Na | Na | Na | Na |
| Royster & Weddle Housetrailer Towing Service | 28,493 | 28,493 | 27,346 | 96.0 |
| Rucker Moving & Storage Co., Inc. | 121,972 | 435,429 | 419,858 | 96.4 |
| Russell Transfer Co., Inc. | 122,330 | 122,330 | 120,751 | 98.7 |
| S & R Auto & Truck Service, Inc. | 26,513 | 26,513 | 24,178 | 91.2 |
| S. S. & J. Enterprises, Ltd. | 66,880 | 66,880 | 57,452 | 85.9 |
| Sain, Leon, Transfer Co. | 3,431 | 3,431 | 5,531 | 161.2 |
| Sanford Transfer & Storage Co. | 2,100 | 2,100 | 854 | 40.7 |
| Seaboard Moving & Storage, Inc. | —0— | —0— | —0— | —0— |
| Sells Service, Inc. | 75,617 | 76,882 | 72,836 | 94.7 |
| Service Moving & Storage, Inc. | 32,626 | 125,836 | 123,742 | 98.3 |
| Shamrock Transport Co. | 478,428 | 478,428 | 408,516 | 85.4 |
| Shaw Moving & Storage, Inc. | 91,151 | 79,688 | 89,562 | 112.4 |
| Sheets Transfer & Storage Co., Inc. | 28,090 | 83,713 | 81,265 | 97.1 |
| Shelby Mobile Home Movers | 8,295 | 8,295 | 8,252 | 99.5 |
| Shelby Motor Lines, Inc. | 129,745 | 129,745 | 127,218 | 98.1 |
| Shelby Moving & Storage | Na | Na | Na | Na |
| Shelton, C. E. | 24,969 | 24,969 | 20,360 | 81.5 |
| Sherman & Boddie, Inc. | 221,988 | 388,855 | 353,219 | 90.8 |
| Simpson, A. C., Transfer | Na | Na | Na | Na |
| Smith, Alvin A. | 30,445 | 111,519 | 106,293 | 95.3 |
| Smith, Elton, Jr. Moving Co. | 38,541 | 38,541 | 21,349 | 55.4 |
| Smithfield Motor Co. | 3,266 | 2,971 | 3,161 | 106.4 |
| Smith Transfer Co., Inc. | 382,748 | 382,748 | 353,487 | 92.4 |
| Smith's Transfer. | —0— | —0— | 44 | Na |
| Smith, W. E. Moving Co. | 85,818 | 85,818 | 85,523 | 99.7 |
| South Atlantic Bonded Warehouse Corp. | 236,200 | 236,200 | 234,107 | 99.1 |
| Southern Spindle & Flyer Co. | 535,631 | 125,444 | 233,573 | 186.2 |
| Spruill, Jesse J. | 61,225 | 87,531 | 66,523 | 76.0 |
| Spruill, Norman | 12,553 | 12,553 | 2,917 | 23.2 |
| Spruill Transport Co., Inc. | 105,026 | 105,026 | 99,189 | 94.4 |
| Stainback, Ronald E., & Charles G. Stainback, Jr. | 45,950 | 45,950 | 88,117 | 191.8 |
| Staley, Joseph T. | 12,063 | 12,063 | 8,551 | 70.9 |
| Standard Moving & Storage, Inc. | 25,977 | 122,983 | 129,344 | 105.2 |
| State Moving & Storage, Inc. | 77,941 | 77,941 | 63,148 | 81.0 |
| State Trucking Co. | 135,867 | 135,867 | 115,612 | 85.1 |
| Stevenson, R. L. | 6,721 | 6,721 | 5,618 | 83.6 |
| Strader Motor Lines, Inc. | 211,261 | 211,261 | 253,416 | 120.0 |
| Streeter Moving & Storage Co., Inc. | 2,116 | 288,521 | 292,374 | 101.3 |
| Strickland Transfer | 19,003 | 19,003 | 16,804 | 88.4 |
| Strick's Transporters | 10,679 | 10,679 | 7,083 | 66.3 |
| Super Motor Lines | 102,856 | 123,679 | 122,152 | 98.8 |
| Sutton, Harper H. Transportation Co. | 83,066 | 83,066 | 59,325 | 71.4 |
| Swann, A. D. Trucking Co. | 265,821 | 495,873 | 485,075 | 97.8 |
| Tappan Carriers, Inc. | 30,796 | 30,796 | 25,445 | 82.6 |
| Tarheel Express, Inc. | $355,455 | $355,455 | $337,490 | 94.9 |

**FIGURE NO. 42—Continued**

## MOTOR FREIGHT CARRIERS (CLASS III)

Income, Expense, and Operating Ratio for the Year Ended December 31, 1974
(North Carolina and Total System)

| Company | N.C. Operating Revenues | Gross Operating Revenues | Total Operating Expenses | Operating Ratio - % |
|---|---|---|---|---|
| Tar Heel Industries, Inc. | $ 145,122 | $ 145,122 | $ 122,045 | 84.1 |
| Tar Heel Moving & Storage, Inc. | 78,667 | 84,588 | 81,711 | 96.6 |
| Terminal City Transport, Inc. | 263,855 | 263,855 | 193,661 | 73.4 |
| Terminal Storage Company, Inc. | 21,415 | 21,415 | 27,765 | 129.7 |
| Terminal Trucking Co., Inc. | 499,323 | 499,323 | 422,782 | 84.7 |
| Tew, W. L. | 50,816 | 50,816 | 43,687 | 86.0 |
| Thomas Transfer, Inc. | 73,569 | 73,569 | 71,149 | 96.7 |
| Tobacco Growers Services, Inc. | 64,601 | 99,386 | 101,092 | 101.7 |
| Trexler's Transfer | 50,346 | 76,282 | 47,539 | 62.3 |
| Tri-City Moving & Storage, Inc. | 260,304 | 260,304 | 247,942 | 95.3 |
| Tri-County Transport, Inc. | 38,073 | 38,073 | 37,155 | 97.6 |
| Triplett, Clyde | 8,973 | 8,973 | 5,511 | 61.4 |
| Truitt's Express | 8,750 | 8,750 | 6,036 | 69.0 |
| Tru-Pak Moving & Storage | 6,800 | 259,125 | 203,971 | 78.7 |
| Tryon Moving & Storage, Inc. | 61,156 | 107,692 | 156,968 | 145.8 |
| Tucker's Mobile Home Dealer Service | 17,009 | 17,009 | 17,188 | 101.1 |
| Tyson's Mobile Home Repair | 16,765 | 16,765 | 10,425 | 62.2 |
| Umstead Bros., Inc. | 62,225 | 62,225 | 53,400 | 85.8 |
| Union Transfer & Storage Co., Inc. | 116,433 | 169,502 | 142,791 | 84.2 |
| United Limestone Products, Inc. | 130,830 | 130,830 | 114,695 | 87.7 |
| United Tank Lines, Inc. | 199,098 | 199,098 | 264,375 | 132.8 |
| Valley Transfer, Inc. | 504,619 | 504,619 | 466,644 | 92.5 |
| Waccamaw Oil Transport Co. | 182,193 | 182,193 | 149,032 | 81.8 |
| Wainwright Transfer Co. | 12,428 | 12,428 | 11,774 | 94.7 |
| Walker Transfer | 76,352 | 249,389 | 233,626 | 93.7 |
| Wall Trucking Co., Inc. | 573,972 | 573,972 | 562,866 | 98.1 |
| Ward Trucking Co. | 22,332 | 22,332 | 14,390 | 64.4 |
| Warren Delivery Service | 6,324 | 6,324 | 4,006 | 63.3 |
| Watkins Carolina Express, Inc. | 1,168,041 | 1,168,041 | 1,146,702 | 98.2 |
| Watson Transportation Co. | 14,920 | 14,920 | 6,910 | 46.3 |
| Weathers Brothers Moving & Storage Co., Inc. | 101,550 | 93,472 | 131,547 | 140.7 |
| Weathers Brothers Transfer Co. of N. C., Inc. | 605,140 | 195,093 | 168,426 | 86.3 |
| Wendell Transport Corp. | 201,096 | 201,096 | 202,502 | 100.7 |
| West, Jack H. Mobile Home Service | 22,617 | 22,617 | 14,386 | 63.6 |
| West Brothers Transfer & Storage, Inc. | 174,922 | 372,091 | 332,357 | 89.3 |
| West Transfer Co., Inc. | 16,384 | 16,384 | 15,315 | 93.5 |
| White Transfer | 26,714 | 26,714 | 17,633 | 66.0 |
| Wicker Pick-Up & Delivery Service, Inc. | 274,520 | 274,520 | 273,781 | 99.7 |
| Wil-Com Truck Line | Na | Na | Na | Na |
| Wile Transfer & Storage Co., Inc. | 99,590 | 99,590 | 98,138 | 98.5 |
| Williams, J. L., Trailer Moving Co. | 28,787 | 28,787 | 30,709 | 106.7 |
| Williams, R. M. | 32,180 | 32,180 | 20,198 | 62.8 |
| Williams Mobile Home Transport | 8,606 | 8,606 | 21,267 | 247.1 |
| Williams Transfer & Storage, Inc. | 72,511 | 121,648 | 126,820 | 104.3 |
| Willis Moving & Storage, Inc. | 15,084 | 110,908 | 109,002 | 98.3 |
| Wilmington Moving & Transfer | 29,506 | 29,506 | 11,853 | 40.2 |
| Wilson Enterprises, Inc. | 105,393 | 105,393 | 101,887 | 96.7 |
| Wilson Merchant Delivery Service, Inc. | 46,646 | 46,646 | 54,473 | 116.8 |
| Wilson Transfer Co., Inc. | 210,815 | 276,985 | 294,540 | 106.3 |
| Winston Movers, Inc. | 75,001 | 154,369 | 156,976 | 101.7 |
| Wood Mobile Home Movers | 2,525 | 2,525 | 3,061 | 121.2 |
| Wooten-Hollowell Oil Co. | 22,006 | 22,006 | 15,175 | 69.0 |
| Wooten Transfer & Storage, Inc. | 82,371 | 65,626 | 73,276 | 111.7 |
| Worsley Transport, Inc. | 215,946 | 215,946 | 182,403 | 84.5 |
| Wright Motor Lines, Inc. | 210,566 | 210,566 | 214,987 | 102.1 |
| Wyatt, George Junior | 2,268 | 2,775 | 507 | 18.3 |
| Young Transfer | 341,493 | 376,508 | 341,506 | 90.7 |
| Total — (463 Carriers) | $ 51,450,666 | $ 58,695,351 | $ 55,691,889 | 94.9 |

Na--Not Available

# FIGURE NO. 43

MOTOR FREIGHT CARRIERS–CLASS I AND II
Summary of Selected Data – Income, Expense and Statistical Items
For the Calendar Years 1965, 1970, 1972-1974
(North Carolina and Systemwide) (Dollars in 000's)

| | CLASS I CARRIERS ($3,000,000 or More Operating Revenues) | | | | | % Change More (Less) |
|---|---|---|---|---|---|---|
| | 1965 | 1970 | 1972 | 1973 | 1974 | 1974-1973 |
| Number of Companies Regulated | | | | | 63 | |
| Number Included in this Data | | | | | 63 | |
| OPERATING REVENUES (N.C. PORTION): | $ 100,026 | $ 168,547 | $ 240,190 | $ 281,705 | $ 305,669 | 8 5 |
| OPERATING DATA (SYSTEMWIDE). | | | | | | |
| Operating Revenues | $ 448,203 | $ 1,509,779 | $ 2,187,675 | $ 2,542,301 | $ 2,820,613 | 10.9 |
| Operating Expenses | 409,237 | 1,438,773 | 2,033,242 | 2,375,589 | 2,630,531 | 10.7 |
| Net Operating Revenue | $ 38,966 | $ 71,006 | $ 154,433 | $ 166,712 | $ 190,082 | 14.0 |
| Operating Ratio (Percent) | 91.3 | 95.3 | 92.9 | 93.4 | 93.3 | (.1) |
| Other Income or (Deductions) - Net Including Income Taxes | $ (12,583) | $ (44,703) | $ (70,513) | $ (90,548) | $ (108,763) | 20 1 |
| Net Income (After Income Taxes) | $ 26,383 | $ 26,303 | $ 83,920 | $ 76,164 | $ 81,319 | 6 8 |
| STATISTICS (N.C. DATA ONLY) (000's except where noted) | | | | | | |
| Total Vehicle Miles Operated | 156,122 | 228,893 | 293,963 | 293,871 | 275,731 | (6 2) |
| Total Gallons Gasoline Purchased or Consumed in N.C. | 7,370 | 8,613 | 9,210 | 8,813 | 7,578 | (14 0) |
| Total Gallons Diesel Fuel Purchased or Consumed in N.C. | 30,650 | 43,125 | 57,699 | 65,519 | 64,751 | (1 2) |
| Gasoline, Other Fuel & Oil Taxes Paid to N.C. | $ 2,084 | $ 3,878 | $ 4,985 | $ 5,119 | $ 4,894 | (4 4) |
| N.C. Vehicle License & Registration Fees | 4,033 | 7,427 | 7,661 | 8,353 | 5,474 | (34 5) |
| Real Estate & Personal Property Taxes | 629 | 1,384 | 1,409 | 1,369 | 1,532 | 11 9 |
| Total Operating Taxes, Other Taxes & Licenses, Registration Fees paid to N.C | $ 7,153 | $ 13,494 | $ 14,449 | $ 15,404 | $ 12,622 | (18 1) |
| STATISTICS (SYSTEMWIDE DATA) (000's except where noted) | | | | | | |
| Total Vehicle Miles Operated | 783,913 | 1,437,427 | 1,894,109 | 2,108,018 | 1,965,508 | (6 8) |
| Tons of Revenue Freight Hauled During Year | 25,557 | 68,852 | 77,451 | 80,658 | 77,541 | (3 9) |
| Average Freight Revenue Per Ton-High-Low Range | $ 199 43-$2 38 | $ 165.60-$1.89 | $ 214 27-$1 42 | $ 227 85-$1 96 | $ 244 45-$1 69 | N Apl |
| Average Freight Revenue Per Ton-Mean | $ 22 90 | $ 30.62 | $ 34 68 | $ 35 50 | $ 38 35 | 8 0 |
| Average Freight Revenue Per Ton-Median | $ 18 32 | $ 24 10 | $ 25.37 | $ 25 39 | $ 27 78 | 9 4 |
| Average No. Vehicles Operated Daily (actual) | 11,180 | 22,089 | 27,890 | 30,150 | 34,517 | 14 5 |

## FIGURE NO. 43—Continued

MOTOR FREIGHT CARRIERS—CLASS I AND II
Summary of Selected Data – Income, Expense and Statistical Items
For the Calendar Years 1965, 1970, 1972-1974
(North Carolina and Systemwide) (Dollars in 000's)

| CLASS II CARRIERS ($500,000 to $3,000,000 Operating Revenues) | | | | | | | GRAND TOTALS CLASS I & II | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1965 | 1970 | 1972 | 1973 | 1974 | % Change More (Less) 1974-1973 | | 1965 | 1970 | 1972 | 1973 | 1974 | % Change More (Less) 1974-1973 |
| | | | | | | | | | | | 138 | |
| | | | | | | | | | | | 138 | |
| $ 11,028 | $ 28,075 | $ 36,052 | $ 40,712 | $ 50,393 | 23.8 | | $ 111,054 | $ 196,622 | $ 276,242 | $ 322,417 | $ 356,062 | 10.4 |
| $ 26,390 | $ 59,225 | $ 77,249 | $ 86,605 | $ 108,374 | 25.1 | | $ 474,593 | $ 1,569,004 | $ 2,264,924 | $ 2,628,906 | $ 2,928,987 | 11.4 |
| 24,668 | 55,661 | 73,863 | 83,506 | 106,302 | 27.3 | | 433,905 | 1,494,434 | 2,107,105 | 2,459,095 | 2,736,833 | 11.3 |
| $ 1,722 | $ 3,564 | $ 3,386 | $ 3,099 | $ 2,072 | (33.1) | | $ 40,688 | $ 74,570 | $ 157,819 | $ 169,811 | $ 192,154 | 13.2 |
| 93.5 | 94.0 | 95.6 | 96.4 | 98.1 | 1.8 | | 91.4 | 95.2 | 93.0 | 93.5 | 93.4 | (.1) |
| $ (464) | $ (1,620) | $ (1,256) | $ (1,173) | $ 508 | (143.3) | | $ (13,047) | $ (46,323) | $ (71,769) | $ (91,721) | $ (108,255) | 18.0 |
| $ 1,258 | $ 1,944 | $ 2,130 | $ 1,926 | $ 2,580 | 34.0 | | $ 27,641 | $ 28,247 | $ 86,050 | $ 78,090 | $ 83,899 | 7.4 |
| 23,727 | 42,293 | 63,865 | 65,886 | 61,786 | (6.2) | | 179,849 | 271,186 | 357,828 | 359,757 | 337,517 | (6.2) |
| 1,618 | 1,868 | 2,166 | 2,312 | 2,569 | 11.1 | | 8,988 | 10,481 | 11,376 | 11,125 | 10,147 | (8.8) |
| 3,008 | 5,545 | 8,723 | 10,978 | 11,492 | 4.7 | | 33,658 | 48,670 | 66,422 | 76,497 | 76,243 | (.3) |
| $ 316 | $ 807 | $ 812 | $ 851 | $ 1,077 | 26.6 | | $ 2,400 | $ 4,685 | $ 5,797 | $ 5,970 | $ 5,971 | 0 |
| 440 | 1,024 | 1,164 | 1,122 | 1,052 | (10.2) | | 4,473 | 8,451 | 8,825 | 9,525 | 6,526 | (31.5) |
| 63 | 179 | 191 | 179 | 189 | 5.6 | | 692 | 1,563 | 1,600 | 1,548 | 1,721 | 11.2 |
| $ 819 | $ 2,331 | $ 2,478 | $ 2,579 | $ 2,714 | 5.2 | | $ 7,972 | $ 15,825 | $ 16,927 | $ 17,983 | $ 15,336 | (14.7) |
| 58,438 | 92,301 | 116,299 | 136,091 | 131,944 | (3.0) | | 842,351 | 1,529,728 | 2,010,408 | 2,244,109 | 2,097,452 | (6.5) |
| 2,582 | 6,220 | 7,924 | 7,887 | 8,628 | 9.4 | | 28,139 | 75,072 | 85,375 | 88,545 | 86,169 | (2.7) |
| $ 179.45-$1.99 | $ 351.85-$1.29 | $ 311.43-$1.79 | $ 110.74-$1.41 | $ 141.81-$2.50 | N. Apl. | | N. Apl. | N. Apl. | N. Apl. | N. Apl. | N. Apl. | N. Apl. |
| $ 29.57 | $ 31.03 | $ 36.87 | $ 30.29 | $ 27.67 | N. Apl. | | N. Apl. | N. Apl. | N. Apl. | N. Apl. | N. Apl. | N. Apl. |
| 7.19 | 9.65 | 12.37 | 10.29 | 9.52 | N. Apl. | | N. Apl. | N. Apl. | N. Apl. | N. Apl. | N. Apl. | N. Apl. |
| 886 | 1,830 | 1,931 | 2,200 | 2,391 | 8.7 | | 12,066 | 23,919 | 29,821 | 32,350 | 36,908 | 14.1 |

# VI. The Transportation Industry - Motor Passenger Carriers

## MOTOR PASSENGER CARRIERS GENERAL COMMENTS

At December 31, 1974, there were 63 motor carriers of passengers operating under the regulation of the North Carolina Utilities Commission. See Figure No. 44 for a list of these companies and their scope of operations. Seven (7) of these carriers are franchised by the governing authorities of the municipalities in which they operate. The Commission's jurisdiction over these carriers is limited to the approval or disapproval of fares and to the annual filing of reports of operations. The remaining 56 carriers are fully regulated by the Commission. However, ten (10) of these are transportation brokers and two (2) are Motor Boat Common Carriers. There is no operating data for these twelve (12) carriers involved in this report. Operating and statistical data are included in this report for 50 of the 63 passenger carriers under regulation including the two (2) Duke Power Company franchises (Durham and Greensboro) being treated as one company.

## INTERCITY MOTOR PASSENGER CARRIERS

Financial and statistical data is presented for the 35 regulated intercity carriers having separate operations during 1974. The intercity carriers have franchises and operating rights to serve two or more points and are further classed and operate as a common carrier or contract carrier over either interstate or intrastate routes.

The following table shows the breakdown of these classifications as of December 31, 1974:

| Classification | Number of Carriers |
|---|---|
| Class I - $1,000,000 or more annual operating revenue | 5 |
| Class II - $200,000 to $1,000,000 annual operating revenue | 1 |
| Class III - Under $200,000 annual operating revenue | 29 |
| Total | 35 |
| **Type Carrier** | |
| Common | 30 |
| Contract | 5 |
| Total | 35 |
| **Scope** | |
| Interstate | 20 |
| Intrastate | 15 |
| Total | 35 |

## STATISTICAL SUMMARY DATA — INTERCITY

Of the 35 intercity motor passenger carriers under the regulation of the North Carolina Utilities Commission in 1974, the five (5) Class I carriers account for 99.6% of the gross operating revenues, 99.5% of the operating expenses, and 97.7% of the revenue passengers hauled.

Class I carriers, for their North Carolina operations had an increase in operating revenues of 1.1% in 1973, and an increase of 15.9% in 1974, while bus miles operated decreased 2.3% in 1973 and decreased 2.4% in 1974.

Systemwide operations for the Class I carriers had an increase of 10.4% in operating revenues and a 13.4% increase in operating expenses, which resulted in an increase in the operating ratio in 1974 over 1973 from 89.6% to 92.0%. Figure No. 45 shows graphically the trend in Class I intercity carriers operating revenues.

The number of revenue passengers hauled by the Class I intercity carriers decreased 3.6% in 1974 over 1973. The average number of employees increased 2.2% for the same period. See Figure Nos. 46 and 47.

## FARE INCREASES AUTHORIZED IN 1974:

Following is a list of intracity motor passenger carriers authorized passenger fare increases in 1974:

1. Charlotte City Coach Lines, Inc. — Adult-30¢ to 40¢ — Adult tickets-7 for $2.00 to 5 for $2.00 — Estimated additional annual gross operating revenues $500,000. Commission Order B-242, Sub 16 dated April 16, 1974.
2. Kannapolis Transit Company, Inc. — Local fares — range of 20¢ to 40¢ — Estimated additional annual gross operating revenues - $9,000. Charter fares - range of 5¢ - 10¢ per mile subject to hourly increase of $1.00 to $1.50. Estimated additional annual gross operating revenues - $1,000. Commission Order B-189, Sub 5 dated June 24, 1974.
3. Raleigh City Coach Lines, Inc. — Adult-30¢ to 40¢ — Senior 20¢ to 30¢ — Adult tickets 7 for $2.00 to 5 for $2.00. Commission Order B-260, Sub 9 dated November 19, 1974.

## INTRACITY MOTOR PASSENGER CARRIERS

During 1974, there were 14 intracity carriers operating under the jurisdiction of the Utilities Commission. For six (6) of these carriers, the Commission regulates only the fares charged.

The 14 intracity carriers are grouped as follows regarding size, type, and scope of operations:

| Classification | Number of Carriers |
|---|---|
| Class I - $1,000,000 or more annual operating revenue | 3 |
| Class II - $200,000 to $1,000,000 annual operating revenue | 3 |
| Class III - Under $200,000 annual operating revenue | 8 |
| Total | 14 |
| Type Carrier - All Common | 14 |
| Scope - All Intrastate | 14 |

## STATISTICAL SUMMARY DATA — INTRACITY

For statistical purposes, the 14 (actually 13 when Duke Power operations in Durham and Greensboro are combined) intracity carriers are grouped together as though all were fully regulated by the North Carolina Utilities Commission.

See Figure No. 48 for a comparison of operating revenues to operating expenses and the resultant operating ratios.

As shown on Figure No. 49, the intracity carriers as a group experienced a decrease in operating revenues of approximately $437,000, or 6.9%, in 1974 over 1973. Operating expenses increased approximately $147,000, or 2.1% over the same period. The net operating loss of $1,400,000 in 1974 was $584,000, or 71.6% higher than the 1973 loss of $816,000. This produced an operating ratio increase of 9.7% (123.8% in 1974, as compared with 112.9% in 1973).

Bus miles operated decreased 15.3% in 1974 as compared to 1973. There were 16,175,000 passengers hauled by the intracity motor passenger carriers in 1974, a 29.5% decrease over 1973. Of these passengers, 1,377,000 were school children. The total number of school children hauled decreased by 362,000, or 20.8%, in 1974 over 1973.

FIGURE NO. 44

MOTOR PASSENGER CARRIERS FRANCHISED TO OPERATE IN NORTH CAROLINA AS OF DECEMBER 31, 1974

| | | Scope of Operations | | | | |
|---|---|---|---|---|---|---|
| | | Inter-state | Intra-state | Inter-city | Intra-city | Note Legend |
| | **Class I Carriers** | | | | | |
| 1. | Carolina Coach Company | X | X | X | | |
| 2. | Charlotte City Coach Lines, Inc. | | X | | X | (a) |
| 3. | Continental Southeastern Lines, Inc. | X | X | X | | |
| 4. | D. & M. Bus Company | X | X | X | | |
| 5. | Duke Power Company - Durham | | X | | X | (a) |
| 6. | Duke Power Company - Greensboro | | X | | X | (a) |
| 7. | Seashore Transportation Company | X | X | X | | |
| 8. | Southern Greyhound Company | X | X | X | | |
| | Total | 5 | 8 | 5 | 3 | |
| | **Class II Carriers** | | | | | |
| 1. | Cape Fear Valley Coaches, Inc. [1] | | X | X | X | (c) |
| 2. | Gastonia Transit Co., Inc. | | X | X | X | (c) |
| 3. | Raleigh City Coach Lines, Inc. | | X | | X | (a) |
| 4. | Southern Coach Company | X | X | X | | |
| | Total | 1 | 4 | 3 | 3 | |
| | **Class III Carriers** | | | | | |
| 1. | Appalachian Coach Co., Inc. | X | X | X | | |
| 2. | Asheboro Coach Company | X | X | X | X | (b) |
| 3. | Asheville - Elk Mt. Bus Line | | X | X | | |
| 4. | Carolina Transit Lines | | X | X | X | (c) |
| 5. | Central Bus Lines of N.C. | | X | X | | |
| 6. | City Coach Company, Inc. | | X | X | X | (b) |
| 7. | Conover - Newton Bus Lines, Inc. | | X | X | | |
| 8. | Consolidated Bus Lines, Inc. - High Point | | X | | X | (a) |
| 9. | Consolidated Bus Lines, Inc. - Salisbury | | X | | X | (a) |
| 10. | Dillahunt, John T. | | X | X | | |
| 11. | Emma Bus Line | | X | X | | |
| 12. | Ft. Bragg Coach Company | X | X | X | | (d) |
| 13. | Gabriel Bus Line | X | X | X | X | (b) |
| 14. | Gaston - Lincoln Transit, Inc. | X | X | X | | |
| 15. | Highland Tours | | X | X | | |
| 16. | Hill, Floyd [2] | | X | X | | |
| 17. | Kannapolis Transit Co., Inc. | X | X | X | X | (c) |
| 18. | Kenion, Daniel H. | | X | X | | |
| 19. | Lassiter Bus Line | X | X | X | | |
| 20. | Nooney's Bus Lines, Inc. | | X | X | | |

## FIGURE NO. 44—Continued

### MOTOR PASSENGER CARRIERS FRANCHISED TO OPERATE IN NORTH CAROLINA AS OF DECEMBER 31, 1974

| | | Scope of Operations | | | | |
|---|---|---|---|---|---|---|
| | | Inter-state | Intra-state | Inter-city | Intra-city | Note Legend |
| 21. | Northcutt, Med C. | | X | X | | |
| 22. | Piedmont Bus Lines | X | X | X | | |
| 23. | Piedmont Coach Lines, Inc. | X | X | X | | |
| 24. | Rockingham - Hamlet Bus Line | | X | X | X | (c) |
| 25. | Rountree, William E. | X | X | X | | |
| 26. | Rouse Transportation Co. | | X | X | | |
| 27. | Safety Transit Co. | | X | | X | (a) |
| 28. | Safety Transit Lines | X | X | X | | |
| 29. | Sandhills Stage Lines, Inc. | | X | X | | |
| 30. | Shelby Bus Lines | X | X | X | | |
| 31. | Silver Fox Lines | | X | X | | |
| 32. | Statesville Motor Coach Co. | X | X | X | X | (c) |
| 33. | Suburban Bus Lines Co. | | X | X | X | (c) |
| 34. | Suburban Coach Lines, Inc. | X | X | X | X | (b) |
| 35. | Travelines of Carolina | | X | X | | |
| 36. | Twin State Coach Lines | X | X | X | | |
| 37. | Virginia Dare Transportation Co. | X | X | X | X | (b) |
| 38. | Wilkes Transportation Co. | X | X | X | X | (b) |
| 39. | Wilson Bus Co., Inc. | | X | X | X | (b) |
| | Total | 17 | 39 | 36 | 15 | |
| | **Motor Boat Common Carriers** | | | | | (e) |
| 1. | Bailey, Josiah W., Jr. | | X | X | | |
| 2. | Nelson, Ambrose D. | | X | X | | |
| | Total | | 2 | 2 | | |
| | **Transportation Brokers** | | | | | |
| 1. | Bullock Tours | | X | X | | |
| 2. | Cardnell Tours | | X | X | | |
| 3. | Circle Tours, Inc. | | X | X | | |
| 4. | Gough Tours | | X | X | | |
| 5. | Green, Conley F., Sr. | | X | X | | |
| 6. | Moore Tours | | X | X | | |
| 7. | Tours of the Lower Cape Fear | | X | X | | |
| 8. | Travel Center, Inc. | | X | X | | |
| 9. | Travel Tours, Inc. | | X | X | | |
| 10. | Trekmaker | | X | X | | |
| | Total | | 10 | 10 | | |
| 63 | Grand Total Companies regulated and listed above | 23 | 63 | 56 | 21 | |
| 56 | Total companies filing annual reports for 1974 - See footnote (e) | | | | | |
| 50 | Total companies included in statistical data - See footnotes (d) & (e) | | | | | |

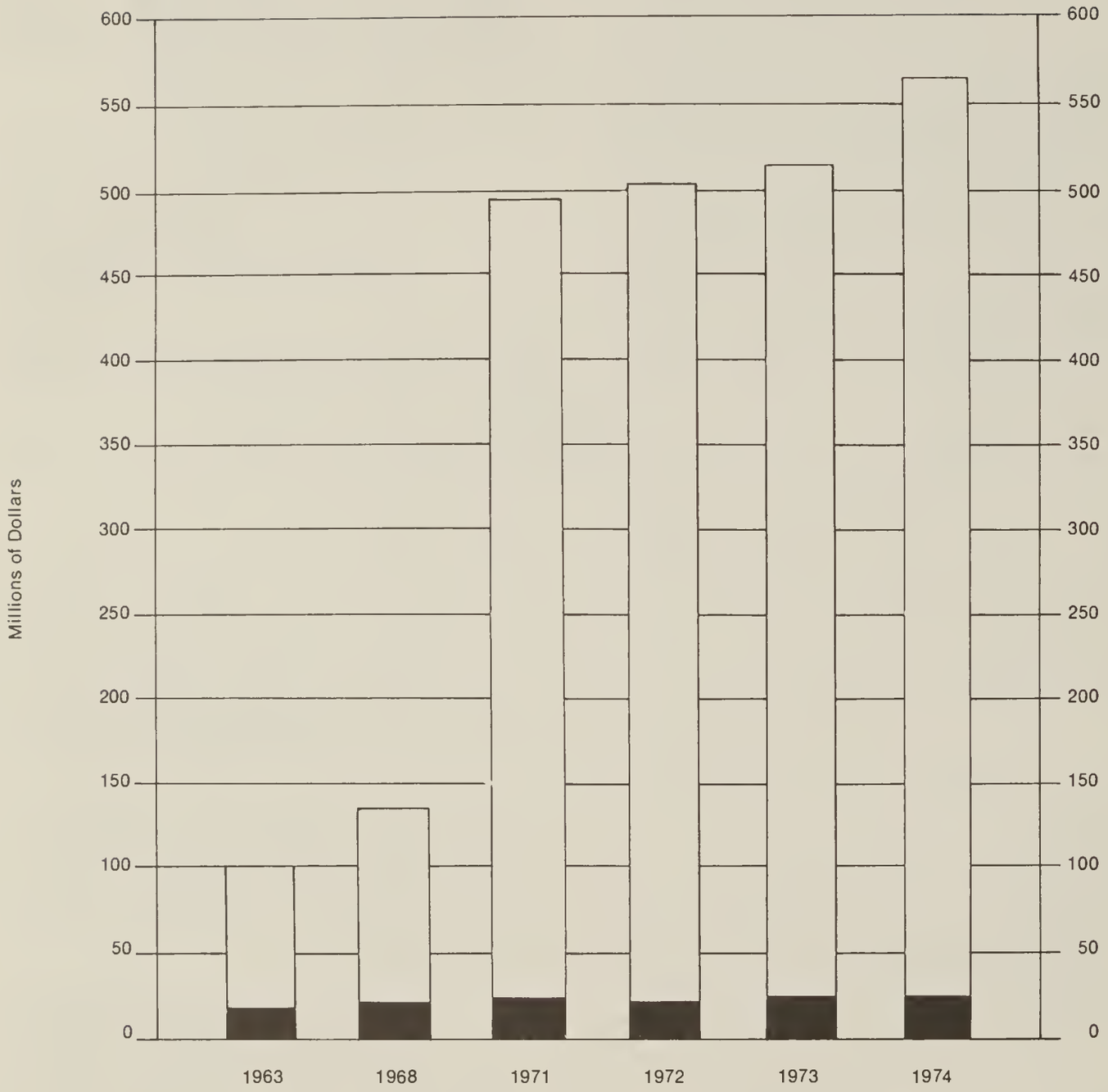
Footnotes

1) Certificate cancelled 11-7-74.
2) Leased operations to John T. Dillahunt for period 1969-1974.

a) Franchised by municipalities, fares only regulated by the N.C. Utilities Commission.
b) Has both intercity & intracity operations, but for statistical purposes will be treated as an intercity carrier since most operating revenue is derived from intercity operations.
c) Has both intercity & intracity operations, but for statistical purposes will be treated as an intracity carrier since most operating revenue is derived from intracity operations.
d) Operating & statistical data not included in this report.
e) Does not file annual report of operations with N.C. Utilities Commission.

## FIGURE NO. 45

MOTOR PASSENGER CARRIERS
CLASS I INTERCITY OPERATING REVENUES
(N. C. & Systemwide Data)
1963, 1968, 1971-1974




| | Percent Increase (Decrease) | |
|---|---|---|
| | N. C. | Systemwide |
| 1968 over 1963 | 26.0% | 30.3% |
| 1971 over 1968 | 15.6 | 262.3 |
| 1972 over 1971 | (1.9) | 3.1 |
| 1973 over 1972 | 1.1 | 2.3 |
| 1974 over 1973 | 15.9 | 10.4 |

| N. C. % of System | |
|---|---|
| 1963 | 14.8% |
| 1968 | 14.3 |
| 1971 | 4.6 |
| 1972 | 4.3 |
| 1973 | 4.3 |
| 1974 | 4.5 |

* 1971 data reflects Greyhound Lines, Inc.; 1963-1968 data includes Southern Greyhound Lines only. This inclusion of the total Greyhound system accounts for the abnormally high increase in the 1971 data compared to the 1968.

## FIGURE NO. 46

MOTOR PASSENGER CARRIERS–INTERCITY–CLASSES I, II & III
Number of Revenue Passengers Carried (000's)
Systemwide Data
1963, 1968, 1972, 1973 & 1974

| | 1963 | 1968 | 1972 | 1973 | 1974 | % Increase (Decrease) 1974 over 1973 |
|---|---|---|---|---|---|---|
| Class I | 36,862 | 36,792 | 86,861 (a) | 82,020 | 79,075 | (3.6) |
| Class II | 41 | 139 | 90 | 53 | 90 | 69.8 |
| Class III | Na | Na | 1,815 | 2,182 | 1,804 | (17.3) |
| Grand Total | 36,903 | 36,931 | 88,766 | 84,255 | 80,969 | (3.9) |

(a) 1972 data reflects Greyhound Lines, Inc.; 1963-1968 data includes Southern Greyhound Lines only. This inclusion of the total Greyhound system accounts for the abnormally high increase in 1972 data compared to 1968.

Na Not available.

## FIGURE NO. 47

MOTOR PASSENGER CARRIERS–INTERCITY–CLASSES I, II AND III
Summary of Selected Income Items and Operational Statistics
For the Calendar Years 1963, 1968, 1973 & 1974
(North Carolina and Systemwide Data Noted)

| ITEM | Class I Data ($1,000,000 or more Operating Revenues) 1963 | 1968 | 1973[a] | 1974 | % Change More (Less) 1974 over 1973 | Class II Data ($200,000 to $1,000,000 Operating Revenues) 1963 | 1968 | 1973 | 1974 | % Change More (Less) 1974 over 1973 |
|---|---|---|---|---|---|---|---|---|---|---|
| No. of Companies Included in this Data: | | | | | | | | | | |
| Interstate operators | 5 | 5 | 5 | 5 | | 1 | 1 | 1 | 1 | |
| Intrastate operators | —0— | —0— | —0— | —0— | | —0— | —0— | —0— | —0— | |
| Operating Revenues (N. C. Portion): 000's | $ 15,233 | $ 19,200 | $ 22,018 | $ 25,519 | 15.9 | $ 85 | $ 483 | $ 270 | $ 255 | (5.6) |
| Income Items (System wide): | | | | | | | | | | |
| (000's except where noted) | | | | | | | | | | |
| Operating revenues | $ 103,183 | $ 134,403 | $ 513,620 | $ 567,106 | 10.4 | $ 105 | $ 483 | $ 275 | $ 417 | 51.6 |
| Operating expenses | $ 84,592 | $ 111,100 | $ 460,342 | $ 521,836 | 13.4 | $ 110 | $ 227 | $ 270 | $ 409 | 51.5 |
| Net operating revenues | $ 18,591 | $ 23,303 | $ 53,278 | $ 45,270 | (15.0) | $ (5) | $ 256 | $ 5 | $ 8 | 60.0 |
| Operating ratio (percent) | 82.0 | 82.7 | 89.6 | 92.0 | 2.7 | 104.8 | 47.0 | 98.2 | 98.1 | (.1) |
| Other income or (deductions) - Net | $ (8,166)[b] | $ (10,174)[b] | $ 6,037 | $ 11,209 | 85.7 | $ 3 | $ (171) | $ (2) | $ 3 | 250.0 |
| Income taxes - net | | | 21,732 | 23,634 | 8.8 | | | (1) | (3) | 200.0 |
| Net income after income taxes | $ 10,425 | $ 13,129 | $ 37,583 | $ 32,845 | (12.6) | $ (2) | $ 85 | $ 4 | $ 14 | 250.0 |
| Statistics (N. C. Data Only): | | | | | | | | | | |
| (000's except where noted) | | | | | | | | | | |
| Total bus miles operated | 28,524 | 30,546 | 26,573 | 25,929 | (2.4) | 225 | 409 | 248 | 224 | (9.7) |
| Length of bus route miles - one way (actual) | 7,630 | 7,666 | 8,442 | 8,337 | (1.2) | 257 | 272 | 272 | 272 | —0— |
| Total gallons gasoline purchased or used | 234 | 169 | 41 | 20 | (51.2) | 27 | 40 | 9 | 16 | 77.8 |
| Total gallons diesel fuel purchased or used | 5,168 | 6,676 | 4,470 | 5,692 | 27.3 | 13 | 6 | 48 | 41 | (14.6) |
| No. of tickets sold which originated in N. C. (excludes charter & school passengers) | Na | 3,560 | 3,025 | 2,740 | (9.4) | Na | 16 | 7 | 16 | 128.6 |
| Revenue for tickets originating in N. C. (excludes charter & school passengers) | Na | $ 13,524 | $ 13,173 | $ 14,002 | 6.3 | Na | $ 70 | $ 66 | $ 55 | (16.7) |
| Average revenue per ticket originating in N.C. (excludes charter & school passengers) | Na | $ 3.80 | $ 4.35 | $ 5.11 | 17.5 | Na | Na | Na | Na | Na |
| Other revenue originating in N. C. by charter and express | Na | $ 4,591 | $ 4,765 | $ 4,551 | (4.5) | Na | $ 409 | $ 206 | $ 359 | 74.3 |
| Statistics (Systemwide): | | | | | | | | | | |
| (000's except where noted) | | | | | | | | | | |
| Number of revenue passengers carried (total) | 36,862 | 36,792 | 82,020 | 79,075 | (3.6) | 41 | 139 | 53 | 90 | 69.8 |
| Average fare per passenger carried (actual) | $ 2.26 | $ 2.97 | $ 5.26 | $ 6.09 | 15.8 | Na | Na | Na | Na | — |
| Average number of buses owned (actual) | 1,941 | 1,966 | 5,083 | 4,987 | (1.9) | 27 | 22 | 11 | 11 | —0— |
| Average number of buses operated (actual)[c] | 1,705 | 1,987 | 5,017 | 5,424 | 8.1 | 3 | 20 | 11 | 11 | —0— |
| Average number of employees (actual) | 6,449 | 6,790 | 19,756 | 20,185 | 2.2 | 15 | 23 | 19 | 20 | 5.3 |

[a] 1973 data reflects Greyhound Lines, Inc.; 1963-1968 data includes Southern Greyhound Lines only. This inclusion of the total Greyhound system accounts for the abnormally high increase in 1973 data compared to 1968.

[b] For the years 1963-1968 income taxes were included in this figure.

[c] May include units leased and standby buses.

Na Not available

## FIGURE NO. 47—Continued

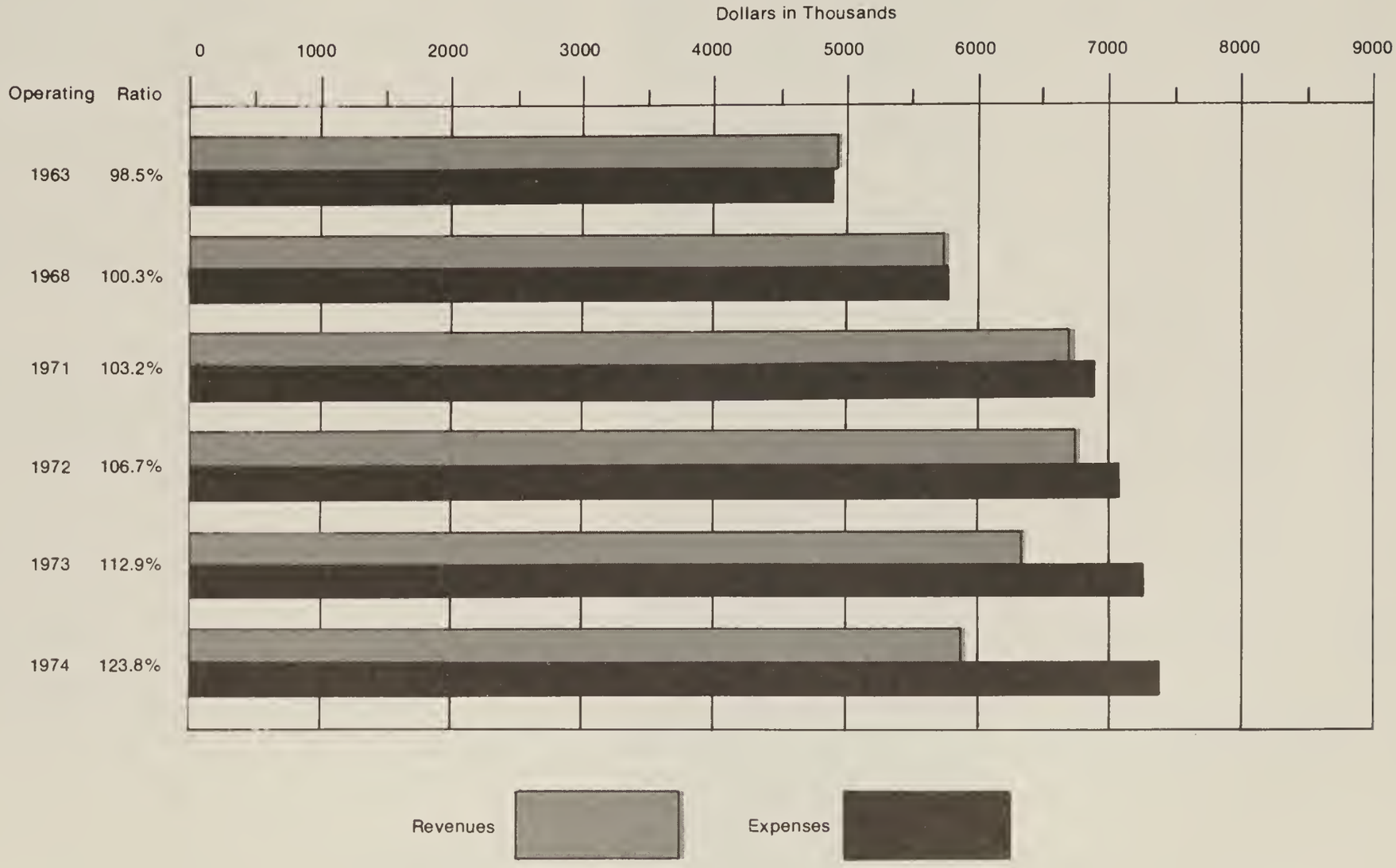
MOTOR PASSENGER CARRIERS—INTERCITY—CLASSES I, II AND III
Summary of Selected Income Items and Operational Statistics
For the Calendar Years 1963, 1968, 1973 & 1974
(North Carolina and Systemwide Data Noted)

| ITEM | Class III Data (Under $200,000 Operating Revenues) 1963 | 1968 | 1973 | 1974 | % Change More (Less) 1974 over 1973 | GRAND TOTALS Class I, II and III 1963 | 1968 | 1973[a] | 1974 | % Change More (Less) 1974 over 1973 |
|---|---|---|---|---|---|---|---|---|---|---|
| No. of Companies Included in this Data: | | | | | | | | | | |
| Interstate operators | 11 | 14 | 14 | 14 | | 17 | 20 | 20 | 20 | |
| Intrastate operators | 12 | 13 | 15 | 15 | | 12 | 13 | 15 | 15 | |
| Operating Revenues (N. C. Portion): 000's | $ 1,000 | $ 1,253 | $ 1,525 | $ 1,711 | 12.2 | $ 16,318 | $ 20,936 | $ 23,813 | $ 27,485 | 15.4 |
| Income Items (System wide): | | | | | | | | | | |
| : (000's except where noted) | | | | | | | | | | |
| Operating revenues | $ 1,109 | $ 1,416 | $ 1,844 | $ 2,106 | 14.2 | $ 104,397 | $ 136,302 | $ 515,739 | $ 569,629 | 10.4 |
| Operating expenses | $ 1,068 | $ 1,382 | $ 1,790 | $ 2,118 | 18.3 | $ 85,770 | $ 112,709 | $ 462,402 | $ 524,363 | 13.4 |
| Net operating revenues | $ 41 | $ 34 | $ 54 | $ (12) | (122.2) | $ 18,627 | $ 23,593 | $ 53,337 | $ 45,266 | (15.1) |
| Operating ratio (percent) | 96.3 | 97.6 | 97.1 | 100.6 | 3.6 | 82.2 | 82.7 | 89.7 | 92.1 | 2.7 |
| Other income or (deductions) - Net | $ 14 | $ 33 | $ 22 | $ 22 | —0— | $ 8,149[b] | $ (10,312)[b] | $ 6,057 | $ 11,234 | 85.5 |
| Income taxes - net | | | 14 | 14 | —0— | | | 21,745 | 23,645 | 8.7 |
| Net income after income taxes | $ 55 | $ 67 | $ 62 | $ (4) | (106.5) | $ 10,478 | $ 13,281 | $ 37,649 | $ 32,855 | (12.7) |
| Statistics (N. C. Data Only): | | | | | | | | | | |
| : (000's except where noted) | | | | | | | | | | |
| Total bus miles operated | Na | Na | 2,651 | 2,395 | (9.7) | 28,749 | 30,955 | 29,472 | 28,548 | (3.1) |
| Length of bus route miles - one way(actual) | do | do | 1,382 | 1,321 | (4.4) | 7,887 | 7,938 | 10,096 | 9,930 | (1.6) |
| Total gallons gasoline purchased or used | do | do | 204 | 156 | (23.5) | 261 | 209 | 254 | 192 | (24.4) |
| Total gallons diesel fuel purchased or used | do | do | 271 | 248 | (8.5) | 5,181 | 6,682 | 4,789 | 5,981 | 24.9 |
| No. of tickets sold which originated in N. C. (excludes charter & school passengers) | do | do | 730 | 461 | (36.8) | Na | 3,576 | 3,762 | 3,217 | (14.5) |
| Revenue for tickets originating in N. C. (excludes charter & school passengers) | do | do | $ 722 | $ 390 | (46.0) | Na | $ 13,594 | $ 13,961 | $ 14,447 | 3.5 |
| Average revenue per ticket originating in N.C. (excludes charter & school passengers) | do | do | Na | Na | — | Na | Na | Na | Na | Na |
| Other revenue originating in N. C. by charter and express | do | do | $ 591 | $ 1,120 | 89.5 | Na | $ 5,000 | $ 5,562 | $ 6,030 | 8.4 |
| Statistics (Systemwide): | | | | | | | | | | |
| : (000's except where noted) | | | | | | | | | | |
| Number of revenue passengers carried (total) | do | do | 2,182 | 1,804 | (17.3) | 36,903 | 36,931 | 84,255 | 80,969 | (3.9) |
| Average fare per passenger carried(actual) | do | do | Na | Na | — | Na | Na | Na | Na | — |
| Average number of buses owned(actual) | do | do | 138 | 127 | (8.0) | 1,968 | 1,988 | 5,232 | 5,125 | (2.0) |
| Average number of buses operated(actual)[c] | do | do | 67 | 64 | (4.5) | 1,708 | 2,007 | 5,095 | 5,499 | 7.9 |
| Average number of employees (actual) | do | do | 144 | 139 | (3.5) | 6,464 | 6,813 | 19,919 | 20,344 | 2.1 |

a 1973 data reflects Greyhound Lines, Inc.; 1963-1968 data includes Southern Greyhound Lines only. This inclusion of the total Greyhound system accounts for the abnormally high increase in 1973 data compared to 1968.
b For the years 1963-1968 income taxes were included in this figure.
c May include units leased and standby buses.
Na Not available

FIGURE NO. 48

MOTOR PASSENGER CARRIERS—INTRACITY—CLASSES I, II, AND III
Total Operating Revenues, Expenses, and Ratios
For the Years 1963, 1968, 1971-1974



## FIGURE NO. 49

### MOTOR PASSENGER CARRIERS–INTRACITY–CLASSES I, II AND III

Summary of Selected Income Items and Operational Statistics

For the Calendar Years 1963, 1968, 1973 and 1974

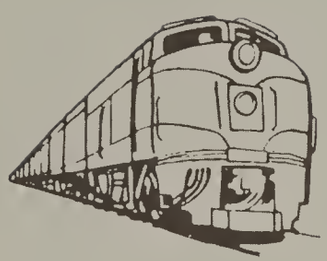
(All Intracity Carriers are Intrastate Operators Only)

(000's except where shown)

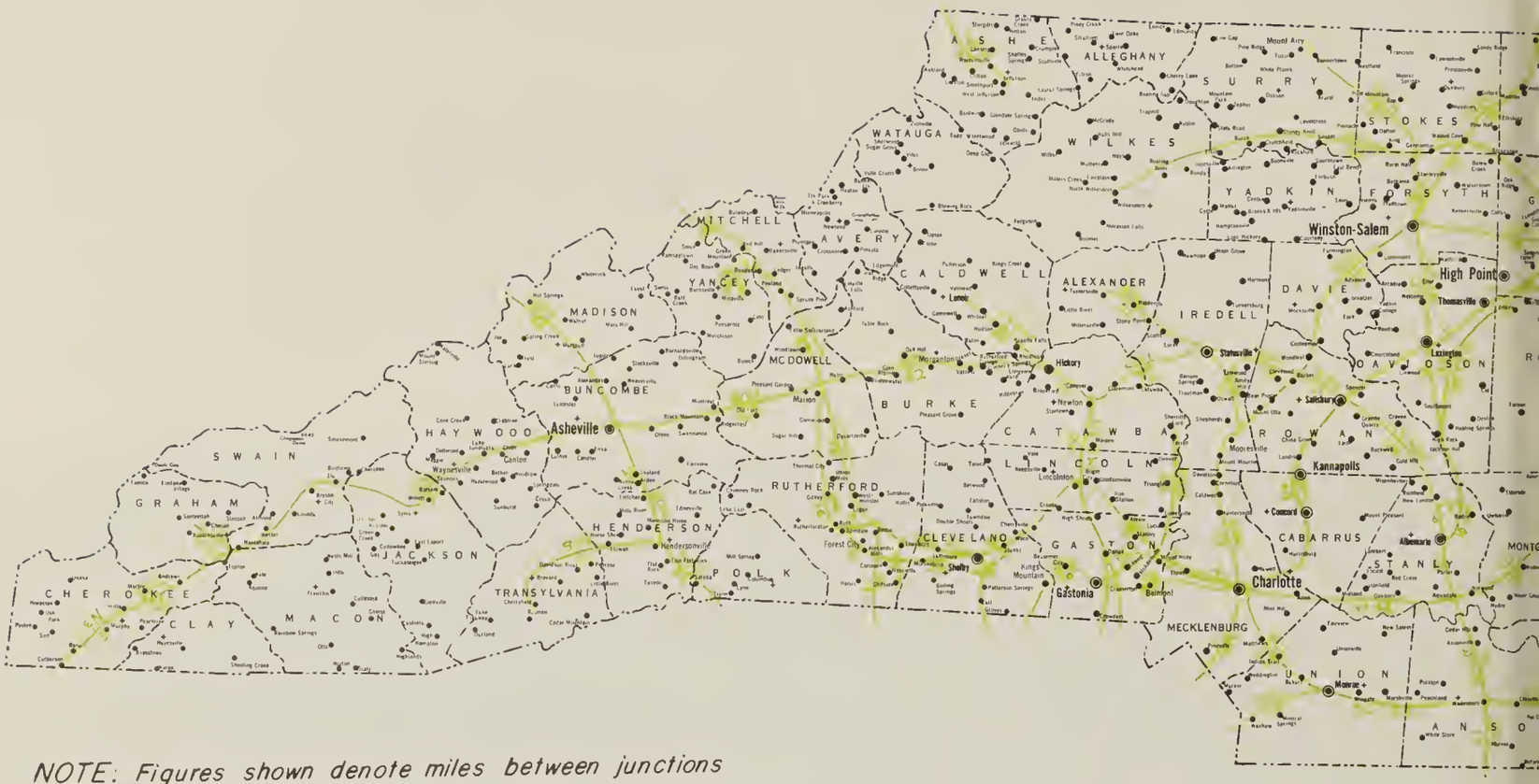
| ITEM | Class I Data ($1,000,000 or more Operating Revenues) 1963 | 1968 | 1973 | 1974 | % Change More (Less) 1974 over 1973 | Class II Data ($200,000 to $1,000,000 Operating Revenues) 1963 | 1968 | 1973 | 1974 | % Change More (Less) 1974 over 1973 |
|---|---|---|---|---|---|---|---|---|---|---|
| Intracity Carriers-Regulated to Fares only[a] | 3 | 3 | 3 | 3 | | 1 | 1 | 1 | 1 | |
| Carriers Fully Regulated in this Data[b] | 0 | 0 | 0 | 0 | | 3 | 3 | 3 | 2 | |
| Operating Revenues | $ 2,857,331 | $ 3,432,586 | $ 3,641,657 | $ 3,637 | (.1) | $ 1,365,717 | $ 1,480,359 | $ 1,760,765 | $ 1,355 | (23.1) |
| Operating Expenses | 2,843,006 | 3,496,889 | 4,424,187 | 4,846 | 9.5 | 1,350,273 | 1,500,999 | 1,812,210 | 1,512 | (16.6) |
| Net Operating Revenues | $ 14,325 | $ (64,303) | $ (782,530) | $ (1,209) | 54.6 | $ 15,444 | $ (20,640) | $ (51,445) | $ (157) | 207.8 |
| Operating Ratio (Percent) | 99.5 | 101.9 | 121.5 | 133.2 | 9.6 | 98.9 | 101.4 | 102.9 | 111.6 | 8.5 |
| Other Income or (Deductions) - Net | $ (8,629)[d] | $ (9,742)[d] | $ 3,111 | 7 | 133.3 | $ (4,628)[d] | $ (1,919)[d] | $ (95) | (1) | 100.0 |
| Income Taxes - Net | | | 1,700 | —0— | (100.0) | | | 1,976 | —0— | (200.0) |
| Net Income After Income Taxes | $ 5,696 | $ (74,045) | $ (781,119) | $ (1,202) | 53.9 | $ 10,816 | $ (22,559) | $ (53,516) | $ (158) | 198.1 |
| Statistics: | | | | | | | | | | |
| Length of bus route miles-one way | 266 | 313 | 324 | 314 | (3.1) | 307 | 279 | 276 | 200 | (27.5) |
| Total number of buses owned | 185 | 187 | 221 | 214 | (3.2) | 106 | 117 | 125 | 104 | (16.8) |
| Average number of buses operated daily | 162 | 173 | 172 | 162 | (5.8) | 87 | 105 | 106 | 69 | (34.9) |
| Total bus miles operated during year | 5,116,833 | 5,475,895 | 5,359,459 | 5,168 | (3.6) | 3,357,014 | 5,770,121 | 3,155,559 | 1,874 | (40.6) |
| Total passengers hauled during year | 16,283,277 | 20,954,796 | 14,531,312 | 10,620 | (26.9) | 8,225,330 | 8,299,476 | 4.958.472 | 3,138 | (36.7) |
| Total school passengers hauled during year[c] | Na | 2,763,815 | 716,143 | 615 | (14.1) | Na | 1,237,604 | 394,321 | 241 | (38.8) |
| Average passenger fare - w/a - cents | 18 | 16 | 23 | 34 | 47.8 | 17 | 24 | 32 | 43 | 34.4 |
| School passenger fare range-high-low-cents. | Na | 10-9 | 13-8 | 14-8 | — | Na | 12-10 | 15-13 | 20-14 | — |
| Average number of bus drivers | 225 | 242 | 186 | 201 | 8.1 | 133 | 145 | 132 | 92 | (30.3) |
| Average number of full-time N.C. employees | 337 | 354 | 338 | 356 | 5.3 | 167 | 208 | 188 | 125 | (33.5) |
| Total N.C. salaries and wages | Na | $ 1,969,995 | $ 2,703,607 | $ 2,875 | 6.3 | Na | $ 715,243 | $ 1,077,899 | $ 877 | (18.6) |

| ITEM | Class III Data (Under $200,000 Operating Revenues) 1963 | 1968 | 1973 | 1974 | % Change More (Less) 1974 over 1973 | Grand Totals Class I, II and III 1963 | 1968 | 1973 | 1974 | % Change More (Less) 1974 over 1973 |
|---|---|---|---|---|---|---|---|---|---|---|
| Intracity Carriers-Regulated to Fares only[a] | 4 | 4 | 4 | 3 | | 8 | 8 | 8 | 7 | |
| Carriers Fully Regulated in this Data[b] | 5 | 5 | 5 | 5 | | 8 | 8 | 8 | 7 | |
| Operating Revenues | $ 717,180 | $ 787,919 | $ 925,419 | $ 899 | (2.8) | $ 4,940,228 | $ 5,700,864 | $ 6,327,841 | $ 5,891 | (6.9) |
| Operating Expenses | 672,586 | 718,198 | 908,630 | 933 | 2.8 | 4,865,865 | 5,716,086 | 7,145,027 | 7,291 | 2.1 |
| Net Operating Revenues | $ 44,594 | $ 69,721 | $ 16,789 | $ (34) | (300.0) | $ 74,363 | $ (15,222) | $ (817,186) | $ (1,400) | 71.6 |
| Operating Ratio (Percent) | 93.8 | 91.2 | 98.2 | 103.8 | 5.7 | 98.5 | 100.3 | 112.9 | 123.8 | 9.7 |
| Other Income or (Deductions) - Net | $ (1,314)[d] | $ (9,087)[d] | $ 12,064 | 31 | 158.3 | $ (14,571)[d] | $ (20,748)[d] | $ 15,080 | 37 | 146.7 |
| Income Taxes - Net | | | 4,315 | —0— | (100.0) | | | 7,991 | —0— | (100.0) |
| Net Income After Taxes | $ 43,280 | $ 60,634 | $ 24,538 | $ (3) | (112.0) | $ 59,792 | $ (35,970) | $ (810,097) | $ (1,363) | 68.5 |
| Statistics: | | | | | | | | | | |
| Length of bus route miles-one way | 318 | 322 | 291 | 254 | (12.7) | 891 | 914 | 891 | 768 | (13.8) |
| Total number of buses owned | 93 | 86 | 90 | 79 | (12.2) | 384 | 390 | 436 | 397 | (8.9) |
| Average number of buses operated daily | 70 | 53 | 56 | 54 | (3.6) | 319 | 331 | 334 | 285 | (14.7) |
| Total bus miles operated during year | 2,063,004 | 1,786,654 | 1,824,265 | 1,715 | (6.0) | 10,536,851 | 13,032,670 | 10,339,283 | 8,757 | (15.3) |
| Total passengers hauled during year | 4,067,295 | 3,809,369 | 3,450,087 | 2,417 | (29.9) | 28,575,902 | 33,063,641 | 22,939,871 | 16,175 | (29.5) |
| Total school passengers hauled during year[c] | Na | 694,962 | 629,098 | 521 | (17.2) | Na | 4,696,381 | 1,739,562 | 1,377 | (20.8) |
| Average passenger fare -w/a - cents | 18 | 21 | 24 | 37 | 54.2 | 17 | 19 | 25 | 38 | 46.2 |
| School passenger fare range-high-low-cents. | Na | 15-10 | 20-15 | 22-15 | — | Na | 15-9 | 20-8 | 22-10 | — |
| Average number of bus drivers | 56 | 55 | 72 | 60 | (16.7) | 414 | 442 | 390 | 353 | (9.5) |
| Average number of full-time N.C. employees | 84 | 76 | 99 | 90 | (9.1) | 588 | 638 | 625 | 571 | (8.6) |
| Total N.C. salaries and wages | Na | $ 333,620 | $ 364,286 | $ 403 | 10.7 | Na | $ 3,018,858 | $ 4,145,792 | $ 4,155 | .2 |

a Duke Power Company serves both Durham and Greensboro and is counted as two (2) intracity carriers, however, only one combined financial and operating report is filed with the Commission.
b For purposes of this study, companies operating predominantly within a municipality are considered intracity carriers although they may hold a certificate from the Utilities Commission for operations outside the municipal limits.
c Included in total passengers hauled during year.
d For the years 1963-1968 income taxes were included in these figures.
Na Not available
w/a Weighted average



# VII. The Transportation Industry - Railroads




*NOTE: Figures shown denote miles between junctions*

*Railroads*

o *County Seats*

• *Other Towns or Junctions*

**FIGURE NO. 50**

**MAP OF**

# NORTH CAROLINA RAILROADS

**PREPARED BY**

## NORTH CAROLINA UTILITIES COMMISSION

**RALEIGH, N.C.**

**1974**

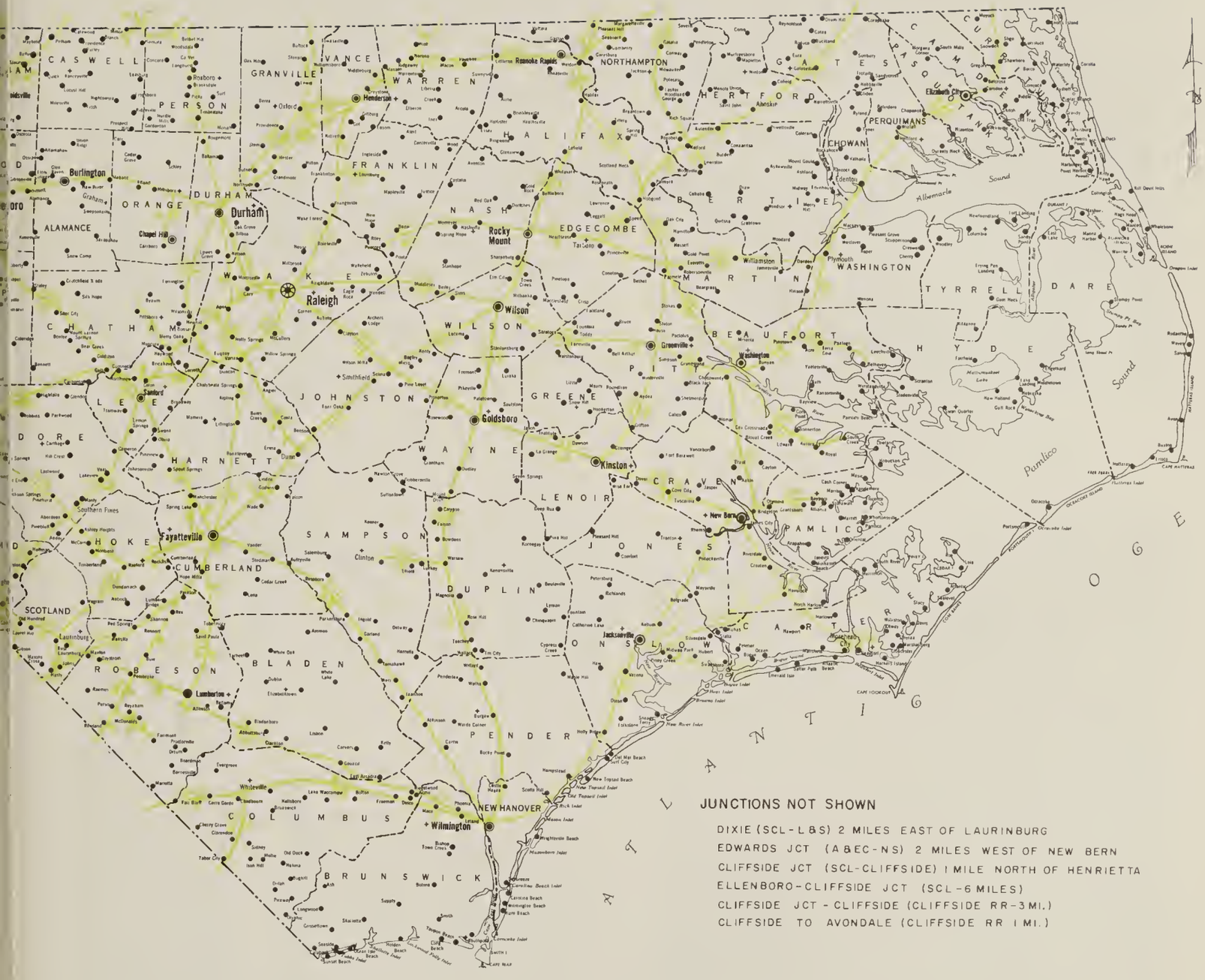

JUNCTIONS NOT SHOWN
DIXIE (SCL-L&S) 2 MILES EAST OF LAURINBURG
EDWARDS JCT (A&EC-NS) 2 MILES WEST OF NEW BERN
CLIFFSIDE JCT (SCL-CLIFFSIDE) 1 MILE NORTH OF HENRIETTA
ELLENBORO-CLIFFSIDE JCT (SCL-6 MILES)
CLIFFSIDE JCT - CLIFFSIDE (CLIFFSIDE RR-3 MI.)
CLIFFSIDE TO AVONDALE (CLIFFSIDE RR 1 MI.)
Raleigh
Durham
Burlington
Chapel Hill
Sanford
Fayetteville
Lumberton
Rocky Mount
Wilson
Goldsboro
Kinston
New Bern
Washington
Greenville
Williamston
Edenton
Elizabeth City
Jacksonville
Wilmington
Whiteville
Henderson
Roanoke Rapids
Southern Pines
Laurinburg
Albemarle Sound
Pamlico Sound
ATLANTIC OCEAN

FIGURE NO. 51

RAILROADS OPERATING IN NORTH CAROLINA AS OF DECEMBER 31, 1974

| | Name | Main Business Office | Class | Abbreviation | Mileage North Carolina | Mileage System | % in N. C. |
|---|---|---|---|---|---|---|---|
| 1. | Aberdeen and Rockfish Railroad Company | Aberdeen, N. C. | II | A & R | 46.92 | 46.92 | 100.00% |
| 2. | Alexander Railroad Company | Taylorsville, N. C. | II | ARC | 18.59 | 18.59 | 100.00 |
| 3. | Atlantic and East Carolina Railway Company | Washington, D. C. | II | A&EC | 95.25 | 95.25 | 100.00 |
| 4. | Atlantic and Western Corporation | Sanford, N. C. | II | A&W | 3.38 | 3.38 | 100.00 |
| 5. | Beaufort and Morehead Railroad (A. T. Leary, Lessee) | Beaufort, N. C. | II | B&MH | 3.30 | 3.30 | 100.00 |
| 6. | Camp Lejeune Railroad Company | Washington, D. C. | II | CLRR | 29.64 | 29.64 | 100.00 |
| 7. | Cape Fear Railways, Incorporated | Fort Bragg, N. C. | II | CFR | 10.00 | 10.00 | 100.00 |
| 8. | Carolina and Northwestern Railway Company | Washington, D. C. | II | Car&NW | 156.87 | 261.10 | 60.08 |
| 9. | Cliffside Railroad Company | Cliffside, N. C. | II | Cliff | 3.70 | 3.70 | 100.00 |
| 10. | Clinchfield Railroad Company | Jacksonville, Fla. | I | CC&O | 117.40 | 295.69 | 39.70 |
| 11. | Durham and Southern Railway Company | Durham, N. C. | II | D&S | 59.10 | 59.10 | 100.00 |
| 12. | Graham County Railroad Company | Robbinsville, N.C. | II | G.C. | 12.13 | 12.13 | 100.00 |
| 13. | High Point, Thomasville & Denton Railroad Company | Jacksonville, Fla. | II | HPT&D | 33.78 | 33.78 | 100.00 |
| 14. | Laurinburg and Southern Railroad Company | Laurinburg, N. C. | II | L&S | 27.93 | 27.93 | 100.00 |
| 15. | Louisville and Nashville Railroad Company | Louisville, Ky. | I | L&N | 12.95 | 6569.18 | 0.20 |
| 16. | Norfolk and Western Railway Company | Roanoke, Va. | I | N&W | 115.30 | 7593.91 | 1.52 |
| 17. | Norfolk, Franklin and Danville Railway Company | Suffolk, Va. | II | NF&D | 22.04 | 204.51 | 10.78 |
| 18. | Norfolk Southern Railway Company | Raleigh, N. C. | I | NS | 732.18 | 883.31 | 82.89 |
| 19. | Seaboard Coast Line Railroad Company | Jacksonville, Fla. | I | SCL | 1,553.27 | 9,040.74 | 17.18 |
| 20. | Southern Railway Company | Washington, D. C. | I | Sou | 1,161.85 | 5,918.65 | 19.63 |
| 21. | State University Railroad Company | Washington, D. C. | II | SURR | 10.15 | 10.15 | 100.00 |
| 22. | Warrenton Rail Road Company | Warrenton, N. C. | II | War | 3.00 | 3.00 | 100.00 |
| 23. | Winston-Salem Southbound Railway Company | Jacksonville, Fla. | II | WSS | 97.97 | 97.97 | 100.00 |
| 24. | Yancey Railroad Company, Inc. | Burnsville, N. C. | II | Yancey | 12.83 | 12.83 | 100.00 |
| | | | | TOTALS | 4,183.07 | 30,979.68 | 13.50% |

CLASS I—Railroads having annual revenues of $5,000,000 or more.
CLASS II—Railroads having annual revenues of less than $5,000,000.

## THE TRANSPORTATION INDUSTRY — RAILROADS

Twenty-three (23) railroads operated 4,183 miles of trackage in North Carolina as of December 31, 1974. The number of railroads under jurisdiction have not changed since 1970, but the significant changes in 1974 were the merger of Carolina & Northwestern Railway Company (Class II) into Norfolk Southern Railway Company (Class I), and the new addition of Graham County Railroad Company (Class II). All of these railroads were operating under the jurisdiction of the North Carolina Utilities Commission (See Figure No. 51).

The 23 railroads are classified as follows:

| | | |
|---|---|---|
| Class I | $5,000,000 or more annual revenue | 6 |
| Class II | Less than $5,000,000 annual revenue | 17 |

## PASSENGER SERVICE THROUGH NORTH CAROLINA

The decreasing trend in passenger service in North Carolina, though slightly improved over the past two years due to the energy crisis, is typical of the national pattern. At the present time, there are two distinct divisions in passenger train service being offered to the people of North Carolina; that provided by AMTRAK, and that provided by Southern Railway Company.

On October 14, 1970, Congress passed the Rail Passenger Service Act, Public Law 91-518, creating the National Railroad Passenger Corporation. The corporation became known as Railpax, and the official name adopted was AMTRAK. AMTRAK is not a Federal agency, but a "for profit" corporation established under the District of Columbia Business Corporation Act; however, certain of its funding is through or guaranteed by the Federal Government.

The Secretary of Transportation was required to submit the final basic rail passenger train network, and three of the basic routes were through North Carolina; two from New York to Florida via Seaboard Coast Line Railway Company, and one from New York to New Orleans over the rails of Southern Railway Company.

Under the requirements of AMTRAK, all railroads in the country offering passenger service had to either contract with AMTRAK to be relieved of further responsibility of providing rail passenger service or continue to provide such service at the same level as was then being provided. There was no alternative. If a railroad joined AMTRAK, then AMTRAK would provide service over the basic network until at least July 1, 1973, or a period slightly in excess of two years. If a railroad chose not to join AMTRAK, then that railroad had to continue to provide the same level of passenger service as it was then providing until January 1, 1975.

Of the two railroads providing passenger service in North Carolina at the time of the inception of AMTRAK, one, Southern Railway Company, chose not to join and is still running six (6) passenger trains in and/or through North Carolina. Nos. 1 and 2, the Southern Crescent, operates between Washington, D.C., and Birmingham, Alabama, with regular stops at Reidsville, Greensboro, Salisbury, Concord, Charlotte, and Gastonia, North Carolina. Nos. 5 and 6, the Piedmont, operates between Washington, D.C., and Atlanta, Georgia, with regualr stops at Greensboro, Salisbury, and Charlotte, North Carolina. Nos. 3 and 4, the Asheville Special, operates between Asheville and Salisbury, North Carolina, on a tri-weekly schedule and features a dome-car for viewing mountain scenery. Both the Piedmont and Southern Crescent connect with other Southern Railway or AMTRAK trains to provide additional service, and the Asheville Special connects with the Piedmont in Salisbury, North Carolina, for service beyond that point.

Seaboard Coast Line Railroad Company (SCL), the other railroad offering passenger service in North Carolina at AMTRAK's inception, decided not to continue passenger service on its own and joined AMTRAK. As a result, AMTRAK is now operating, by contract, passenger trains over the rails of SCL: Nos. 81 and 82, the Silver Star, between New York and Miami, Florida, with stops at Raleigh and Hamlet, North Carolina; Nos. 83 and 84, the Silver Meteor, between Boston, Massachusetts, and Miami, Florida, serving Rocky Mount, North Carolina, as a conditional stop; and Nos. 85 and 86, the Champion, operating between Boston, Massachusetts, and St. Petersburg, Florida, with stops at Rocky Mount, Wilson, and Fayetteville, North Carolina.

## RAIL SAFETY ACTIVITY BY THE COMMISSION

During 1974, as in previous years, the Utilities Commission was very active in the investigation and surveillance of the condition of rail trackage and other rail equipment and facilities in an effort to minimize the frequency and severity of rail accidents caused by inadequate maintenance and/or malfunctioning equipment.

Effective July 1, 1973, the Commission enlarged the scope of its rail safety program by the addition to the Commission staff of a Rail Safety Inspector where sphere of investigatory responsibility includes all rail trackage in North Carolina. During 1974, this Inspector made 77 on-site safety inspections of track conditions. These inspections covered loose, broken or missing joint bars, excessive rail end mismatch, excessive rail end batter, defective rails, defective cross ties, improper control of vegetation, improper gauge, alignment, surface or elevation, loose or missing spikes, loose or missing tie plates, proper fit of switch points, unusually worn or chipped switch points, faulty switches, badly worn or chipped frogs, improperly placed or loose rail anchors, improper drainage and numerous other items. A written report was filed concerning each inspection and the defects found were required to be corrected. Also, during this time the Rail Safety Inspector investigated 5 train accidents.

## MOBILE AGENCY CONCEPT & STATION CLOSINGS IN NORTH CAROLINA

A major innovation in rail freight transportation has been the implementation, upon Commission approval after investigation and hearing, of a mobile agency concept in North Carolina. This concept has replaced the fixed agent serving one town on a 5-day, 40-hour week or less basis with a mobile agent operating a special radio equipped van serving by highway several small towns in a given area on a variable route 6 days per week and calling on railroad customers in their respective places of business, rather than the customer having to go to the railroad station as in the past.

The area served by the mobile agent is also served by a special telephone system connected to a central or base agency station manned 13 hours per day, 6 days per week, which in turn is connected by a telex system to a car information computer center. Any customer in the area, by dialing a special number, can talk directly to the personnel in the base agency toll-free and conduct such business with the railroad as necessary. In addition, the base agent, by using the telex system, can relay almost immediately any car information a customer requests. The base agent, the mobile agent, and the train crews in the vicinity are in constant communication with each other by radio so that customers can be served efficiently.

This concept, with some variations, is in effect in many places throughout the state.

The railroads in 1974 continued their activity in consolidating their freight handling operations by requesting permission from the Utilities Commission to discontinue freight handling facilities at several locations. The requests by the companies to close or discontinue service at most of the locations are based on economic factors, with the volume of freight handled at the particular location being the main reason given.

Below are the companies and locations affected by Commission action after hearings or notice of hearing to the general public located in the respective areas.

| Towns or Communities Served By Station or Mobile Agency | Location of Station or Mobile Agency | Change in Service Approved | Docket No. | Date of Order |
|---|---|---|---|---|
| ATLANTIC & EAST CAROLINA RAILROAD COMPANY | Cherry Point | Station Closed | R-10, Sub 11 | 2-26-74 |
| NORFOLK SOUTHERN RAILWAY COMPANY | Durham | Retire & Dismantle Agency Bldg. | R-4, Sub 73 | 3-26-74 |
| | Charlotte | Retire & Dismantle Agency Bldg. | R-4, Sub 74 | 4- 9-74 |
| | Scott's Siding | Station Abandoned | R-4, Sub 75 | 4-30-74 |
| | Mount Herman | Station Abandoned | R-4, Sub 76 | 5- 3-74 |
| | Rockton | Station Abandoned | R-4, Sub 77 | 5- 3-74 |
| | South Side | Station Abandoned | R-4, Sub 78 | 5- 3-74 |
| | Laboratory | Station Abandoned | R-4, Sub 79 | 5- 3-74 |
| | Duncan | Station Abandoned | R-4, Sub 80 | 7-24-74 |
| Maiden, Lincolnton, Dallas, Duan, Hardins, High Shoals, Long Shoals | Newton | Mobile Agency Concept | R-4, Sub 81 | 10-24-74* |
| Seaforth, Farrington | Hilltop | Station Abandoned | R-4, Sub 82 | 12- 2-74 |
| Albemarle, Pockwell, Granite Quarry, Moss, Isenhour, South Albemarle, North Albemarle, Halls Ferry Junction, Richfield, Misenheimer Springs, Johnson's Siding, Stabrico, Gold Hill, Crescent, South Salisbury | Badin | Mobile Agency Concept | R-4, Sub 83 | 11-20-74* |
| Troy, Oakboro, Norwood, Mount Gilead, Stanfield, Solite, Aquadale, Hydro, Batten, Jordan, Wadeville, Pine | Star | Mobile Agency Concept | R-4, Sub 84 | 11-22-74* |
| Robbins, Biscoe, West End, Pinehurst, Aberdeen, Purwat, Baldwin, Parkwood, Putnam, Glendon, Carbonton, Cindy, Dandor, Eagle Springs, Parker, Talbird | Star | Mobile Agency Concept | R-4, Sub 85 | 11-20-74* |
| Shawboro, Camden, Hertford, Edenton, Moyock, Ferrell Siding, Gregory, Ferebee Siding, Sawyers Siding, Belcross, Scott's Siding, Mt. Herman, Leary, Winslow, Chapanoke, Winfall, Harris Siding | Elizabeth City | Mobile Agency Concept | R-4, Sub 86 | 11-20-74* |

| Towns or Communities Served By Station or Mobile Agency | Location of Station or Mobile Agency | Change in Service Approved | Docket No. | Date of Order |
|---|---|---|---|---|
| Wendell, Zebulon, Farmville, Greenville, Eagle Rock, Middlesex, Bailey, Neverson, Simms, Arthur, Rockton, Stantonsburg, Walstonburg, Powell, Simpson, Grimesland | Wilson | Mobile Agency Concept | R-4, Sub 87 | 11-20-74* |
| NORFOLK & WESTERN RAILWAY COMPANY | Walnut Cove | Station Closed | R-26, Sub 26 | 9-19-74 |
| SEABOARD COAST LINE RAILROAD CO. | Lumberton | Mobile Agency Concept | R-71, Sub 35 | 2- 4-74 |
| St. Paul, Pembroke, Fairmont, Rowland, Gibson, Laurel Hill, Duart, Buie, Payes, Raynham, Elrod, Scholl, Elmore, Lowe | | | | |
| | Rocky Point | Station Abandoned | R-71, Sub 36 | 2-26-74 |
| | Waxhaw | Team Track Retired | R-71, Sub 37 | 2-20-74 |
| | Wilmington | Freight Agency Station Relocated | R-71, Sub 38 | 3-19-74 |
| | Bagley | Team Track Retired | R-71, Sub 39 | 5- 6-74 |
| | Wrightsboro | Team Track Retired | R-71, Sub 40 | 7-12-74 |
| Stanley, Ellenboro, Caroleen, Forest City, Rutherfordton, Cherryville, West Shelby, Lattimore, Bostic, Henrietta, Spindale, Waco | Shelby | Mobile Agency Concept | R-71, Sub 42 | 8-23-74* |
| Burgaw, Clinton, Magnolia, Rose Hill, Wallace, Faison, Rocky Point, Teachey, Turkey, Watha, Willard, Farmex, Nocar, Ripaco | Warsaw | Mobile Agency Concept | R-71, Sub 43 | 12-19-74* |
| SOUTHERN RAILWAY COMPANY | | | | |
| Mooresville, Huntersville, Woodleaf, Cooleemee, Cooleemee Junction, Barwin Springs, Troutman, Mt. Mourne, Bear Poplar, Mt. Ulla, Cornelius, Caldwell, Davidson | Mocksville | Mobile Agency Concept | R-29, Sub 199 | 1-30-74 |
| King's Mountain, Landis, China Grove, Bessemer City | Belmont | Mobile Agency Concept | R-29, Sub 200 | 1-30-74 |
| Claremont, Catawba, Valdese, Drexel, Conover, Buffalo Siding, Connelly Springs | Newton | Mobile Agency Concept | R-29, Sub 201 | 12-16-74 |
| | Winston-Salem | Retire & Remove Spur Track | R-29, Sub 202 | 4-22-74 |
| | Newton | Station Retired & Dismantled | R-29, Sub 203 | 4-30-74 |
| | Selma | Station Retired & Dismantled | R-29, Sub 204 | 5- 9-74 |
| | Cindy | Station Abandoned | R-29, Sub 205 | 5-30-74 |
| | Greensboro | Furnace Branch Belt Line Retired and Removed | R-29, Sub 206 | 7-29-74 |
| | Lexington | Retire & Dismantle Agency Bldg. | R-29, Sub 208 | 9- 4-74 |
| Thomasville | High Point | Mobile Agency Concept | R-29, Sub 209 | 9-27-74 |
| | Reidsville | Station Retired & Dismantled | R-29, Sub 210 | 11- 1-74 |
| Mount Airy, Pilot Mountain, Stokesdale, Walnut Cove, Germanton, King, Pinnacle, Ararat, Battle Ground, Summerfield, Guil-Quarry, Mojssin, Belews Creek | Rural Hall | Mobile Agency Concept | R-29, Sub 211 | 11-22-74* |
| | Cornatzer | Retire & Remove Side Track; Station Abandoned | R-29, Sub 212 | 12-16-74 |
| STATE UNIVERSITY RAILROAD CO. | | | | |
| | Blackwood | Station Abandoned | R-73, Sub 2 | 7- 9-74 |
| | Eubank | Station Abandoned | R-73, Sub 1 | 7- 9-74 |

* Indicates date of Initial Order approving six (6) months' trail period. If no protest in 6 months, a final Order will be issued; to date, none of the initial Orders have been rescinded.

## RAIL CROSSINGS — ACCIDENTS

There were 4,070 highway-railroad grade crossings in North Carolina as compared with 4,295 in 1973. During 1973, there were 55 deaths and 186 injuries and in 1974 there were 34 deaths and 133 injuries at the rail-highway crossings. The Utilities Commission has very limited jurisdiction in the elimination of grade crossings and the erection of signaling devices at them, since jurisdiction over state highway system roads and links therein, including the proration of costs of relocation and signaling devices, is in the Highway Commission, with a statutory provision that 90% of such costs are to be borne by the Highway Commission.

## COMMENTS—GENERAL RAILWAY PASSENGER SERVICE

During the period since the end of World War II, the United States has witnessed a phenomenal growth in population and autos, expansion of cities and suburbs into larger cities, and the continuous movement of people from one area of the country to another. The states have been hard-pressed to build and maintain adequate highway systems to keep up with this movement; airlines and motor passenger carriers are continuing to increase their hauling capacity - yet, very few railroads continue their passenger service; instead, they are devoting their time and efforts to freight service only.

These situations have caused the Federal Government, and most states, to begin studies to relieve the transportation problems they are facing. Some of the larger cities in the United States have already implemented rapid transit systems. Most of the planned mass transportation methods under study will require funding by Federal or state funds.

North Carolina has begun similar studies in its larger cities, with various departments of North Carolina State Government conducting studies on mass rapid transportation problems and possible solutions. Some forthcoming recommendations, based on these studies and a possible energy crisis, could very well lead to a rejuvenation of railway passenger service.

## STATISTICAL SUMMARY DATA

Operating revenues of all the railroads increased in 1974 over 1973, 15.1% for the portion allocated to North Carolina and 15.8% for the total system. Operating expenses also increased in 1974, 14.0% for the North Carolina portion and 14.5% for total system.

The North Carolina operating ratio decreased in 1974 to 82.0%, a 1.0% decrease from the 1973 ratio of 82.8%. This decrease indicates a slightly higher margin of gross profit from operations (See Figure No. 52).

Louisville and Nashville and Norfolk and Western, two (2) of the six (6) Class I railroads operating in North Carolina had a net operating loss from their North Carolina operations for each of the three (3) years 1972, 1973, and 1974 as compared to one (1) in 1971. In the Class II group there were three (3) that had net operating losses in 1974, as compared with four (4) in 1973 and two (2) in both 1971 and 1972.

Passenger revenue increased 50.6% in 1974 over 1973, after increasing from 15.2% in 1973 over 1972. The number of passengers hauled increased 18.0% in 1974 over 1973, after increasing from 4.2% in 1973 over 1972.

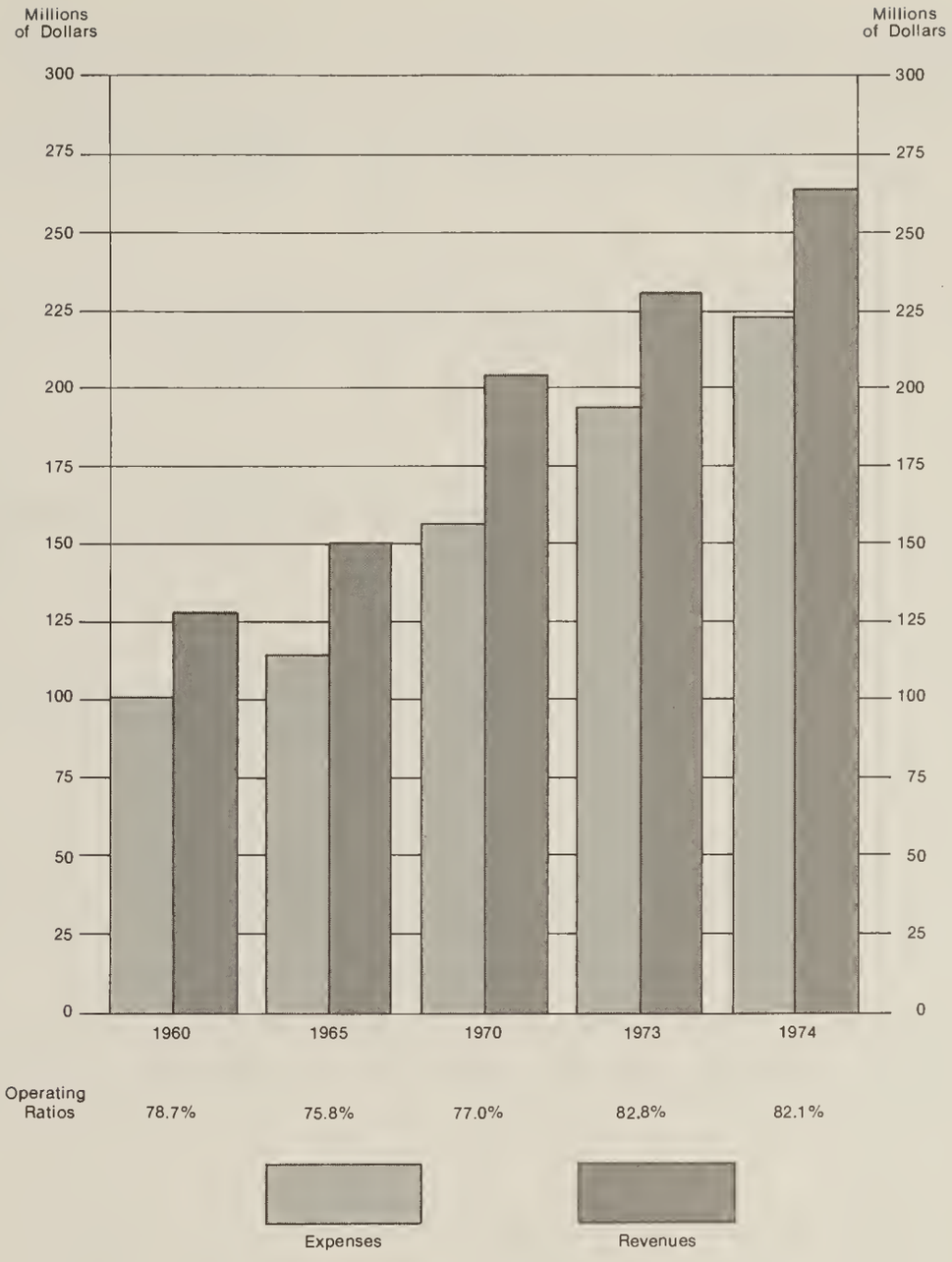
Railway freight activity in North Carolina, as reflected by the tons of freight originating in North Carolina, decreased by 1.6% in 1974 as compared with a .3% decrease in 1973 over 1972. The 1974 figures reflect an increase in tonnage for agriculture and manufacturers commodities hauled, and a decrease in the other types of commodities. Figure No. 53 shows for several years the tons of freight, by major commodity groups, that originated in North Carolina. Changes in the commodity groups do not necessarily indicate the total state level of activity in these groups, since there are alternate modes of transportation available for their movement.

The number of employees residing in North Carolina and working for the railroads increased by only one (1) employee for 1974 over 1973. However, average compensation for the workers increased by 5.7% for 1974 over 1973, and reached an average of $13,341 for the 7,515 employees.

See Figure No. 54 for additional financial and statistical data on the Class I and II railroads.

FIGURE NO. 52

RAILROAD CLASSES I & II
OPERATING REVENUES, EXPENSES & RATIOS
(North Carolina Data Only)
For the Years 1960, 1965, 1970, 1973-1974




## FIGURE NO. 53

TONS (2,000 LBS.) OF REVENUE FREIGHT BY COMMODITY TYPE
ORIGINATING WITHIN THE STATE OF NORTH CAROLINA
ON THE CLASS I & II RAILROADS UNDER REGULATION

Data for the Years 1960, 1965, 1970, 1973 & 1974

| GROUP AND COMMODITY | TONS OF REVENUE FREIGHT ORIGINATING IN STATE | | | | | % CHANGE More (Less) |
|---|---|---|---|---|---|---|
| | 1960 | 1965 | 1970 | 1973 | 1974 | 1974-1973 |
| GROUP I—Products of Agriculture | 766,183 | 1,487,739 | 2,124,708 | 2,935,877 | 3,466,335 | 18.1 |
| GROUP II—Animals and Products | 36,318 | 6,996 | 22,024 | 11,200 | 9,732 | (13.1) |
| GROUP III—Products of Mines | 4,903,639 | 5,421,150 | 5,775,899 | 5,349,014 | 4,552,599 | (14.9) |
| GROUP IV—Products of Forests | 3,646,664 | 4,638,721 | 6,402,705 | 5,783,066 | 5,423,623 | (6.2) |
| GROUP V—Manufacturers & Miscl. | 4,294,405 | 5,883,743 | 8,832,489 | 10,486,966 | 10,538,173 | .5 |
| GROUP VI—Forwarder Traffic | N.Apl. | N.Apl | N.Apl. | N.Apl | N.Apl. | N.Apl. |
| GROUP VII—All Less than Carload Freight (LCL). | 91,761 | 33,292 | 7,009 | 5,443 | 186,054 | — |
| Total for All Groups | 13,738,970 | 17,471,641 | 23,164,834 | 24,571,566 | 24,176,516 | (1.6) |

N.Apl. Not Applicable

## FIGURE NO. 54

RAILROADS–CLASS I AND II
SUMMARY OF SELECTED DATA–INCOME, EXPENSES, BALANCE SHEET AND STATISTICAL ITEMS
For the Calendar Years 1960, 1965, 1970, 1973 & 1974
All Railroads Under Regulation Included in this Data

| Items | Allocation of Data | CLASS I $5,000,000 or More Operating Revenue 1960 | 1965 | 1970 | 1973 | 1974 | % Change More (Less) 1974-1973 |
|---|---|---|---|---|---|---|---|
| No. of Companies Covered by Data | | 8 | 8 | 6 | 6 | 6 | |
| Income & Expense Items (in thousands): | | | | | | | |
| Operating Revenues | N. C. | $ 120,401 | $ 140,701 | $ 192,795 | $ 217,716 | $ 254,839 | 17.1 |
| | Total | 1,083,951 | 1,592,074 | 2,072,069 | 2,518,418 | 2,923,113 | 16.1 |
| Operating Expenses[1] | N. C. | 95,518 | 107,743 | 150,734 | 183,844 | 212,670 | 15.7 |
| | Total | 866,136 | 1,141,031 | 1,536,621 | 1,882,033 | 2,159,050 | 14.7 |
| Net Revenues from Railroad Operations | N. C. | 24,883 | 32,958 | 42,061 | 33,872 | 42,169 | 24.5 |
| | Total | $ 217,815 | $ 451,043 | $ 535,448 | $ 636,385 | $ 764,063 | 20.1 |
| Operating Ratio (Percent) | N. C. | 79.3 | 76.6 | 78.2 | 84.4 | 83.5 | (1.1) |
| | Total | 79.7 | 71.7 | 74.2 | 74.7 | 73.9 | (1.1) |
| Fixed Charges | Total | $ 48,233 | $ 82,308 | $ 123,631 | $1,138,412 | $ 149,672 | 8.1 |
| Net Income | Total | 128,663 | 184,718 | 182,430 | 217,128 | $ 342,676 | 57.8 |
| State Income Taxes | N. C. | Na | 412 | 370 | 156 | 476 | 205.1 |
| Real Estate & Personal Property Taxes | N. C. | Na | 3,394 | 3,036 | 3,506 | 3,332 | (5.0) |
| Other N. C. Taxes[2] | N. C. | Na | 758 | 2,625 | 3,143 | 3,655 | 16.3 |
| Total Tax Accruals | N. C. | Na | 4,564 | 6,031 | 6,805 | 7,463 | 9.7 |
| | Total | Na | $ 156,653 | $ 171,480 | $ 208,112 | $ 294,945 | 41.7 |
| Balance Sheet Items (in thousands): | | | | | | | |
| Net Book Value – Transportation Property | Total | $2,873,588 | $3,816,261 | $4,597,303 | $4,857,778 | $4,989,150 | 2.7 |
| Statistics: | | | | | | | |
| Average Mileage of Road Operated | N. C. | 3,722 | 3,743 | 3,705 | 3,657 | 3,693 | 1.0 |
| | Total | 25,434 | 30,343 | 29,873 | 30,217 | 30,301 | .3 |
| Freight Revenue (in thousands) | N. C. | $ 104,098 | $ 130,134 | $ 181,027 | $ 209,631 | $ 245,607 | 17.2 |
| | Total | $ 958,647 | $1,449,866 | $1,972,758 | $2,424,764 | $2,817,693 | 16.2 |
| Tons of Revenue Freight Hauled (in thousands) | N. C. | 63,636 | 86,772 | 107,529 | 108,242 | 114,454 | 5.7 |
| | Total | 348,481 | 506,307 | 559,173 | 581,844 | 591,878 | 1.7 |
| Freight Revenue Per Ton | N. C. | $ 1.64 | $ 1.50 | $ 1.79 | $ 1.94 | $ 2.15 | 10.8 |
| | Total | $ 2.75 | $ 2.86 | $ 3.71 | $ 4.17 | $ 4.76 | 14.1 |
| Gallons Diesel Fuel Purchased or Used (in thousands) | N. C. | 41,614 | 49,949 | 59,518 | 64,073 | 59,497 | (7.1) |
| Passenger Revenue (in thousands) | N. C. | $ 8,795 | $ 7,550 | $ 4,675 | $ 938 | $ 1,413 | 50.6 |
| Passengers Hauled (in thousands) | N. C. | 2,009 | 1,764 | 928 | 172 | 203 | 18.0 |
| Revenue per Passenger | N. C. | $ 4.38 | $ 4.28 | $ 5.04 | $ 5.45 | $ 6.94 | 27.3 |
| No. of Employees Allocated | N. C. | 9,978 | 7,802 | 6,926 | 7,122 | 7,188 | .9 |
| Total Compensation of Employees (in thousands) | N. C. | $ 56,258 | $ 53,604 | $ 66,378 | $ 91,028 | $ 97,070 | 6.6 |
| Average Annual Compensation per Employee | N. C. | $ 5,163 | $ 6,871 | $ 9,584 | $ 12,781 | $ 13,505 | 5.7 |
| Highway-Railroad Grade Crossings | N. C. | 3,779 | 3,448 | 3,498 | 3,467 | 3,476 | .3 |
| No. Killed–Grade Crossing Accidents | N. C. | Na | 57 | 39 | 45 | 32 | (28.9) |
| No. Injured–Grade Crossing Accidents | N. C. | Na | 133 | 175 | 175 | 128 | (26.9) |

[1] Before Tax Accruals and Net Rent
[2] Includes Franchise Taxes
Na Not Available

FIGURE NO. 54—Continued

RAILROADS—CLASS I AND II
SUMMARY OF SELECTED DATA—INCOME, EXPENSES, BALANCE SHEET AND STATISTICAL ITEMS
For the Calendar Years 1960, 1965, 1970, 1973 & 1974
All Railroads Under Regulation Included in this Data

| Items | Allocation of Data | CLASS II[4] Less than $5,000,000 Operating Revenue 1960 | 1965 | 1970 | 1973 | 1974 | % Change More (Less) 1974-1973 |
|---|---|---|---|---|---|---|---|
| No. of Companies Covered by Data | | 21 | 21 | 17 | 17 | 17 | |
| Income & Expense Items (in thousands): | | | | | | | |
| Operating Revenues | N. C. | $ 7,104 | $ 8,619 | $ 11,603 | $ 15,281 | $ 13,292 | (13.0) |
| | Total | 9,913 | 11,390 | 16,371 | 21,657 | 18,333 | (15.3) |
| Operating Expenses[1] | N. C. | 4,771 | 5,483 | 6,630 | 9,127 | 7,340 | (19.6) |
| | Total | 6,888 | 7,624 | 9,862 | 13,209 | 10,113 | (23.4) |
| Net Revenues from Railroad Operations | N. C. | 2,333 | 3,136 | 4,973 | 6,154 | 5,952 | (3.3) |
| | Total | $ 3,025 | $ 3,766 | $ 6,509 | $ 8,448 | $ 8,220 | (2.7) |
| Operating Ratio (Percent) | N. C. | 67.2 | 63.6 | 57.1 | 59.7 | 55.2 | (7.5) |
| | Total | 69.5 | 66.9 | 60.2 | 61.0 | 55.2 | (9.5) |
| Fixed Charges | Total | $ 485 | $ 615 | $ 1,227 | $ 1,671 | $ 568 | (66.0) |
| Net Income | Total | $ (211) | $ 399 | $ 1,758 | $ 2,166 | $ 2,367 | 9.3 |
| State Income Taxes | N. C. | Na | 35 | 129 | 176 | 142 | (19.3) |
| Real Estate & Personal Property Taxes | N. C. | Na | 157 | 122 | 165 | 95 | (42.4) |
| Other N. C. Taxes[2] | N. C. | Na | 331 | 870 | 109 | 75 | (31.2) |
| Total Tax Accruals | N. C. | Na | 523 | 1,121 | 449 | 312 | (30.5) |
| | Total | Na | $ 848 | $ 1,950 | $ 2,501 | $ 2,642 | 5.6 |
| Balance Sheet Items (in thousands): | | | | | | | |
| Net Book Value — Transportation Property | Total | $ 11,797 | $ 17,799 | $ 22,007 | $ 22,982 | $ 16,092 | (30.0) |
| Statistics: | | | | | | | |
| Average Mileage of Road Operated | N. C. | 697 | 721 | 635 | 635 | 490 | (22.8) |
| | Total | 1,037 | 1,028 | 945 | 922 | 651 | (29.4) |
| Freight Revenue (in thousands) | N. C. | $ 6,930 | $ 8,261 | $ 11,442 | $ 14,561 | $ 12,390 | (14.9) |
| | Total | $ 9,696 | $ 10,954 | $ 15,830 | $ 20,649 | $ 17,439 | (15.5) |
| Tons of Revenue Freight Hauled (in thousands) | N. C. | 7,348 | 9,961 | 11,155 | 11,153 | 8,254 | (26.0) |
| | Total | 9,009 | 11,464 | 13,444 | 13,935 | 10,602 | (23.9) |
| Freight Revenue Per Ton | N. C. | $ .94 | $ .83 | $ 1.04 | $ 1.31 | $ 1.50 | 14.5 |
| | Total | $ 1.08 | $ .96 | $ 1.22 | $ 1.48 | $ 1.64 | 10.8 |
| Gallons Diesel Fuel Purchased or Used (in thousands) | N. C. | 1,286 | 1,757 | 2,271 | 2,061 | 1,302 | (36.8) |
| Passenger Revenue (in thousands) | N. C. | $ 2 | $ 1 | Na | —0— | $ -0- | -0- |
| Passengers Hauled (in thousands) | N. C. | 4 | 1 | Na | —0— | -0- | -0- |
| Revenue per Passenger | N. C. | $ .51 | $ .70 | Na | —0— | $ -0- | -0- |
| No. of Employees Allocated | N. C. | 599 | 584 | 414 | 392 | 327 | (16.6) |
| Total Compensation of Employees (in thousands) | N. C. | $ 2,514 | $ 2,851 | $ 3,089 | $ 3,801 | $ 3,184 | (16.2) |
| Average Annual Compensation per Employee | N. C. | $ 3,529 | $ 4,331 | $ 7,463 | $ 9,697 | $ 9,738 | .4 |
| Highway-Railroad Grade Crossings | N. C. | 640[3] | 973 | 864 | 828 | 594 | (28.3) |
| No. Killed—Grade Crossing Accidents | N. C. | Na | 7 | —0— | 10 | 2 | (80.0) |
| No. Injured—Grade Crossing Accidents | N. C. | Na | 11 | 8 | 11 | 5 | (54.5) |

1 Before Tax Accurals and Net Rent
2 Includes Franchise Taxes
3 All Class II Railroads did not report
4 All Class II Railroads except two are wholly intrastate
Na Not Available

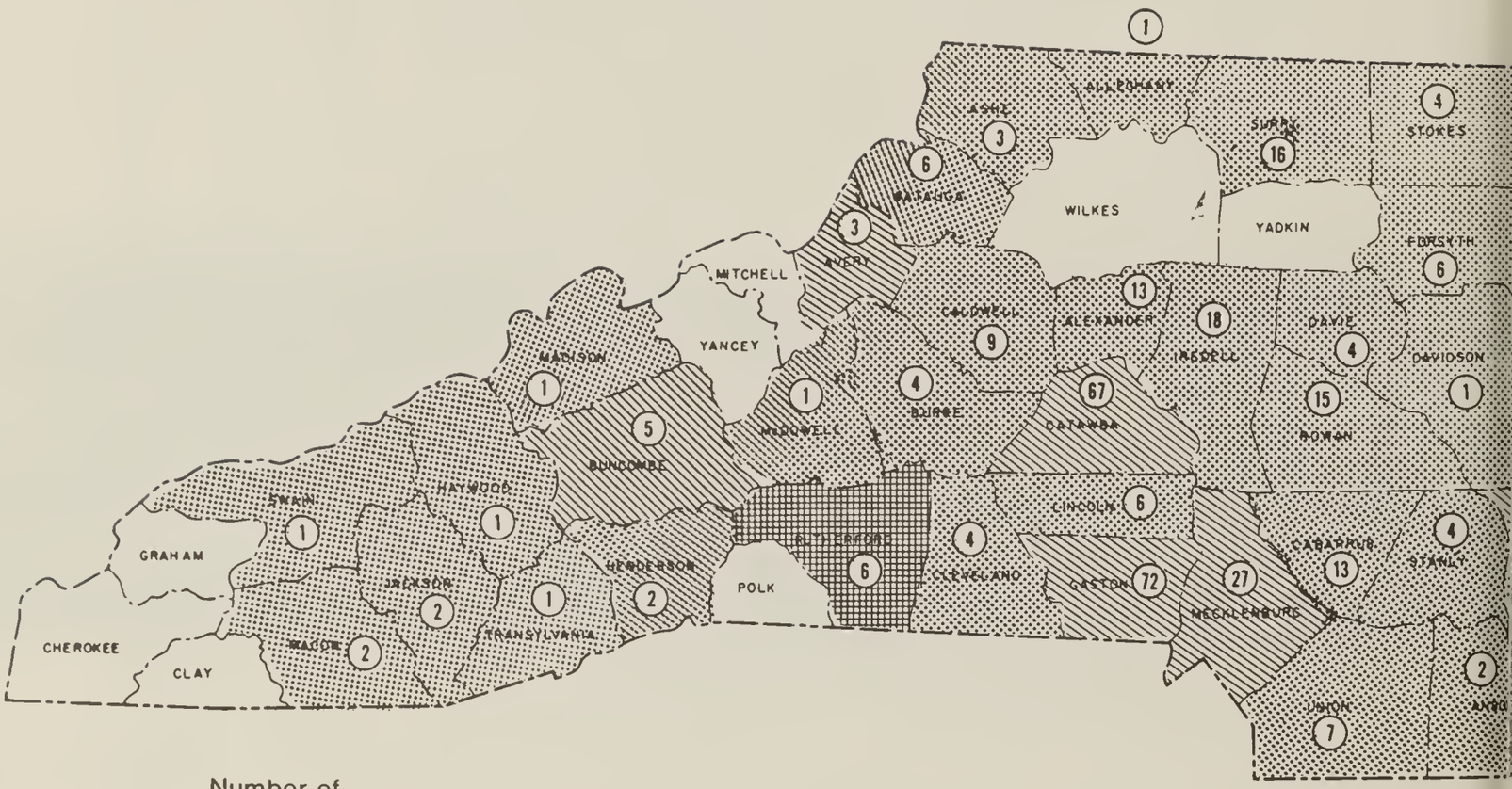
FIGURE NO. 54—Continued

RAILROADS—CLASS I AND II
SUMMARY OF SELECTED DATA—INCOME, EXPENSES, BALANCE SHEET AND STATISTICAL ITEMS
For the Calendar Years 1960, 1965, 1970, 1973 & 1974
All Railroads Under Regulation Included in this Data

| Items | Allocation of Data | GRAND TOTAL Class I and II[4] 1960 | 1965 | 1970 | 1973 | 1974 | % Change More (Less) 1974-1973 |
|---|---|---|---|---|---|---|---|
| No. of Companies Covered by Data | | 29 | 29 | 23 | 23 | 23 | |
| Income & Expense Items (in thousands): | | | | | | | |
| Operating Revenues | N. C. | $ 127,505 | $ 149,320 | $ 204,398 | $ 232,997 | $ 268,131 | 15.1 |
| | Total | 1,093,864 | 1,603,464 | 2,088,440 | 2,540,075 | 2,941,446 | 15.8 |
| Operating Expenses[1] | N. C. | 100,289 | 113,226 | 157,364 | 192,971 | 220,010 | 14.0 |
| | Total | 873,024 | 1,148,655 | 1,546,483 | 1,895,242 | 2,169,163 | 14.5 |
| Net Revenues from Railroad Operations | N. C. | 27,216 | 36,094 | 47,034 | 40,026 | 48,121 | (20.2) |
| | Total | $ 220,840 | $ 454,809 | $ 541,957 | $ 644,833 | $ 772,283 | 19.8 |
| Operating Ratio (Percent) | N. C. | 78.7 | 75.8 | 77.0 | 82.8 | 82.0 | (1.0) |
| | Total | 79.8 | 71.6 | 74.1 | 74.6 | 73.7 | (1.2) |
| Fixed Charges | Total | $ 48,718 | $ 82,923 | $ 124,858 | $ 140,083 | $ 150,240 | 7.3 |
| Net Income | Total | $ 128,452 | $ 185,117 | $ 184,188 | $ 219,294 | $ 345,043 | 57.3 |
| State Income Taxes | N. C. | Na | 447 | 499 | 332 | 618 | (86.1) |
| Real Estate & Personal Property Taxes | N. C. | Na | 3,551 | 3,158 | 3,671 | 3,427 | (6.6) |
| Other N. C. Taxes[2] | N. C. | Na | 1,089 | 3,494 | 3,252 | 3,730 | (14.7) |
| Total Tax Accruals | N. C. | Na | 5,087 | 7,151 | 7,254 | 7,775 | 7.2 |
| | Total | Na | $ 157,501 | $ 173,425 | $ 210,613 | $ 297,587 | 41.3 |
| Balance Sheet Items (in thousands): | | | | | | | |
| Net Book Value — Transportation Property | Total | $2,885,385 | $3,834,060 | $4,619,310 | $4,880,760 | $5,005,242 | 2.6 |
| Statistics: | | | | | | | |
| Average Mileage of Road Operated | N. C. | 4,419 | 4,464 | 4,340 | 4,292 | 4,183 | (2.5) |
| | Total | 26,471 | 31,371 | 30,818 | 31,139 | 30,952 | (.6) |
| Freight Revenue (in thousands) | N. C. | $ 111,028 | $ 138,395 | $ 192,469 | $ 224,192 | $ 257,997 | 15.1 |
| | Total | $ 968,343 | $1,460,820 | $1,988,588 | $2,445,413 | $2,835,132 | 15.9 |
| Tons of Revenue Freight Hauled (in thousands) | N. C. | 70,984 | 96,733 | 118,684 | 119,395 | 122,708 | 2.8 |
| | Total | 357,490 | 517,771 | 572,617 | 595,779 | 602,480 | 1.1 |
| Freight Revenue Per Ton | N. C. | $ 1.56 | $ 1.43 | $ 1.72 | $ 1.88 | $ 2.10 | 11.7 |
| | Total | $ 2.71 | $ 2.82 | $ 3.65 | $ 4.10 | $ 4.71 | 14.9 |
| Gallons Diesel Fuel Purchased or Used (in thousands) | N. C. | 42,900 | 51,706 | 61,789 | 66,134 | 60,799 | (8.1) |
| Passenger Revenue (in thousands) | N. C. | $ 8,797 | $ 7,551 | $ 4,675 | $ 938 | $ 1,413 | 50.6 |
| Passengers Hauled (in thousands) | N. C. | 2,013 | 1,765 | 928 | 172 | 203 | 18.0 |
| Revenue per Passenger | N. C. | $ 4.37 | $ 4.28 | $ 5.04 | $ 5.45 | $ 6.94 | 27.3 |
| No. of Employees Allocated | N. C. | 10,577 | 8,386 | 7,340 | 7,514 | 7,515 | -0- |
| Total Compensation of Employees (in thousands) | N. C. | $ 58,772 | $ 56,455 | $ 69,467 | $ 94,829 | $ 100,255 | 5.7 |
| Average Annual Compensation per Employee | N. C. | $ 5,557 | $ 6,732 | $ 9,464 | $ 12,620 | $ 13,341 | 5.7 |
| Highway-Railroad Grade Crossings | N. C. | 4,419[3] | 4,421 | 4,362 | 4,295 | 4,070 | (5.2) |
| No. Killed—Grade Crossing Accidents | N. C. | Na | 64 | 39 | 55 | 34 | (38.2) |
| No. Injured—Grade Crossing Accidents | N. C. | Na | 144 | 183 | 186 | 133 | (28.5) |

1 Before Tax Accurals and Net Rent
2 Includes Franchise Taxes
3 All Class II Railroads did not report
4 All Class II Railroads except two are wholly intrastate
Na Not Available

# VIII. Water And Sewer Companies




Number of Customers

0

1-1000

1000-3000

4000-7000

15,000-20,000

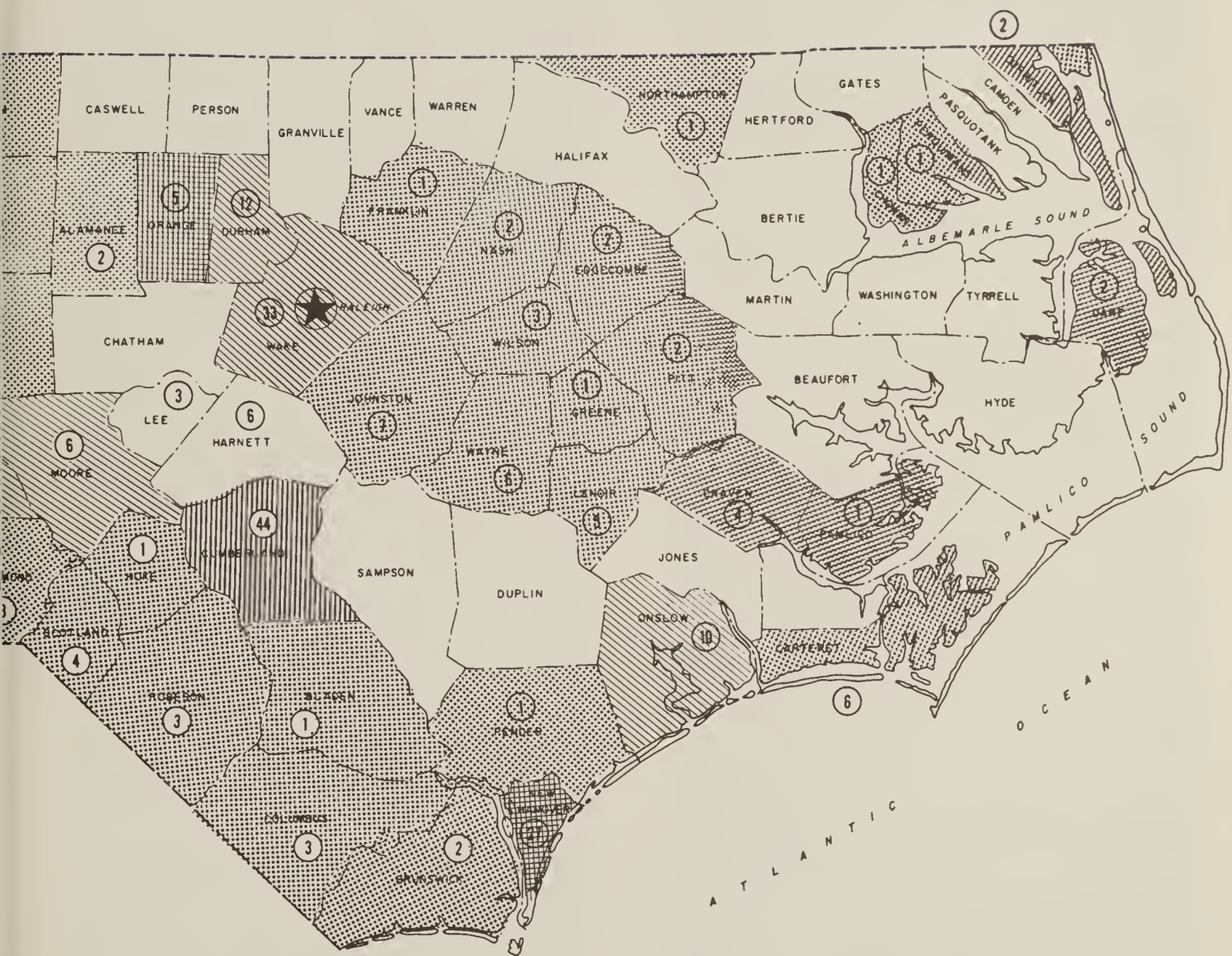
Number of Areas Served (X)

FIGURE NO. 55

Areas and Customers
Served by
REGULATED WATER & SEWER UTILITIES
in each county of

# NORTH CAROLINA

Through December 31, 1974


CASWELL
PERSON
GRANVILLE
VANCE
WARREN
HALIFAX
NORTHAMPTON
GATES
HERTFORD
CHOWAN
PERQUIMANS
PASQUOTANK
CAMDEN
CURRITUCK
ALAMANCE
ORANGE
DURHAM
FRANKLIN
NASH
EDGECOMBE
BERTIE
ALBEMARLE SOUND
MARTIN
WASHINGTON
TYRRELL
DARE
RALEIGH
WAKE
CHATHAM
WILSON
PITT
BEAUFORT
HYDE
LEE
HARNETT
JOHNSTON
GREENE
WAYNE
MOORE
LENOIR
CRAVEN
PAMLICO
PAMLICO SOUND
CUMBERLAND
MOORE
SAMPSON
DUPLIN
JONES
ONSLOW
SCOTLAND
ROBESON
BLADEN
PENDER
CARTERET
OCEAN
COLUMBUS
BRUNSWICK
ATLANTIC

## THE WATER AND SEWER INDUSTRY

The General Statutes of North Carolina provide in part that anyone owning or operating facilities for furnishing water or sewerage service to the public for compensation is a public utility, except when such a person's sole operation consists of selling water to less than ten (10) residential customers. Specifically exempt from regulation by the Statutes are municipalities, sanitary districts, and anyone who furnishes water or sewer service only to himself, his tenants, or his employees. The Statutes also exempt non-profit corporations whose water and sewer systems are financed by the Farmer's Home Administration.

Although most of the water and sewer service in North Carolina is provided by municipal-owned systems which are not regulated, there were almost 300 regulated utilities furnishing water and/or sewer service in the state in 1974. The regulated utilities service areas include approximately 15 small municipalities, many urban subdivisions located outside the corporate limits of municipalities, and also some recreational developments in the mountain and coastal regions.

Most of the regulated water and sewer companies are operated as subsidiaries of their owners' principal businesses, and the major portion of their capital investment in utility property is financed through contributions in aid of construction (customer contributions) and "tap-on fees."

Sixty-one (61) of the larger water and sewerage companies account for approximately 75% of the total customers and approximately 85% of the total annual revenues of the regulated water and sewerage companies. Most of these companies are large enough to require full-time operating personnel, or are the full-time occupation of their owners. These 61 larger companies constitute the basic regulated water and sewer industry in North Carolina. The remaining water and sewer companies each have less than 400 customers and less than $20,000 annual revenues.

The smaller water and sewerage companies lack the manpower and other resources required to provide all the professional services expected of modern utility companies. Many small companies are generally unfamiliar with proper bookkeeping methods, and they have incomplete records or no records at all to substantiate the cost of system improvements or operation. When customer demand has outgrown the capacity of the system, a small water or sewerage utility is often unable to obtain adequate capital for expansion. In many instances, the economic feasibility of making capital improvements to the smaller systems is greatly reduced because of the possibility of losing a portion of their service area or their revenue base to a nearby expanding municipal system.

Approximately 70% of the customers of regulated water and sewerage companies in North Carolina receive metered service. A much smaller percentage of these customers have fire protection or water treatment included in the service. A few of the companies purchase water from municipalities for resale to their customers, but most of the companies supply water by means of deep wells.

## COMMISSION ACTIVITIES

There were 222 formal cases involving water and sewerage service before the Commission in 1974, which resulted in approximately 405 Commission orders. Most of the formal cases involved franchises and initial rates for new service areas. Corrective action was required in 59 of the cases, including requirements for improved record keeping and for improvements to facilities and equipment. Of all formal hearings before the Commission during 1974, 126 or approximately 40% involved water and sewerage companies.

There were 405 informal investigations by the Commission's Engineering Staff during 1974 involving water and sewerage service. Approximately 360 of the investigations were conducted to determine the public utility status of water systems subject to 1971 Legislation which modified the definition of a public utility to include anyone furnishing water service to ten (10) or more residential customers. More than 100 unlicensed utilities have been found since the program began in 1973.

Twelve (12) cases involving general rate increases for water or sewerage service were decided in 1974. Of the $333,400 additional revenues requested in the twelve (12) cases, $208,300 additional revenues were granted. Rate cases pending at the end of 1974 involved requests for $163,400 additional revenues for water and sewerage service. Initial rates for water and sewerage service were fixed in approximately 96 cases involving 104 new service areas during 1974. The initial rates will result in approximately $156,000 additional revenues for the companies affected.

Franchises were granted during 1974 for 105 new water and sewerage systems, and additional franchises were granted for eight (8) previously regulated water and sewerage systems as a result of transfers and mergers. The Commission began regulating 69 new utility companies for the first time during 1974 (See Figure No. 56). Franchises for 30 water and sewerage systems were cancelled during 1974, including 8 cancellations as a result of the transfers and mergers described above. Most of the remaining cancellations were the result of consolidation with, or replacement by, municipal systems.

## REGULATORY DEVELOPMENTS

The North Carolina General Assembly passed legislation, effective October 1, 1974, authorizing the Utilities Commission to declare an emergency in the event of imminent abandonment or actual abandonment of water or sewer utility service; and authorizing the courts to restrict the affected lands, facilities and rights-of-way to continued use in furnishing such water or sewer utility service during the emergency; and authorizing the courts to appoint an emergency operator to assure continued operation of such service during the emergency. The Statutes also empower the Utilities Commission to authorize the emergency operator to reduce or terminate service to those customers who are unwilling or unable to advance their fair share of the capital necessary to make improvements during the emergency.

The General Assembly also passed legislation (G.S. 62-133.1) authorizing the Utilities Commission to fix rates for water or sewer utility service based on the ratio of operating expenses to operating revenues rather than based on the "fair value" rate base prescribed for other utilities. Previously, only rates for motor transportation service were fixed based on operating ratios.

In another development, the Commission at first declined to fix "availability rates" applicable to non-user customers who had not tapped on to a water system and had no current desire to use water from the system. The customers had agreed, as part of their lot purchase contracts, to pay a share of the cost of operating and maintaining the water system so that water service would be available to them if and when they should decide to tap onto the water mains. The North Carolina Court of Appeals, subsequently, ruled that the Commission had jurisdiction over such "availability service" and must fix rates for such service. The General Assembly then passed legislation specifically authorizing water or sewer utility companies to enter into contracts with their non-user customers to provide "availability service" subject to the fixing of availability rates for such service by the Utilities Commission.

## STATISTICAL DATA

The number of regulated utilities furnishing water and sewerage service in North Carolina increased to 297 companies by December 31, 1974, as compared to 243 companies at December 31, 1973. The 297 companies operate 589 water systems and 48 sewer systems in North Carolina. They serve approximately 67,000 water customers and approximately 15,000 sewerage customers in 74 counties, and receive approximately $4,600,000 annual revenues for water service and approximately $500,000 annual revenues for sewerage service. The 297 companies represent a gross plant investment of approximately $48,000,000. See Figure No. 57 for a graphic presentation of the customer growth of the regulated water and sewer companies.

Comparative charges for residential water service between selected non-regulated municipal systems and regulated water and sewer companies in North Carolina is shown on Figure No. 60 .

This data shows that during 1974 there were higher and lower rates charged by regulated systems than by municipal systems, but that on a simple average basis the customer served by a regulated system pays more for an average 3,000 gallon monthly usage than the municipal served customer and that when usage rises to 6,000 and 9,000 gallons per month, the customer served by the regulated company pays less.

The largest water or sewer utility regulated by the Commission is the University Water System, which serves approximately 6,700 customers in Chapel Hill, and receives approximately $1,400,000 annual revenues.

Of the 297 water and sewer companies regulated as of December 31, 1974, only 43 water companies and 18 water and sewer companies had records in sufficient detail to permit any useful comparative data to be developed for this report. The individual financial and statistical data for these 61 companies for the year 1974 is shown on Figure No. 58 & 59.

Financial and statistical summary data for the five-year period 1970-74 for the water and sewer companies producing fairly reliable and adequate data is shown on Figures No. 61 & 62. When using this summary data in comparative analysis studies, note should be made of the fact that the number of companies for which data is included changed from year to year thereby causing some of the data to have limited use in this type of work.

Data on Figure No. 61 show that operating revenues for the selected companies increased by 73.1% in 1974, while operating expenses increased by 47.7%. This relationship of revenues to expenses caused the operating ratio to decrease from 100.9% in 1973 to 86.1% in 1974. The net result of the above changes was an increase of $516,689. Gross plant investment increased by 82.9% in 1974 to $29,809,646.

Average use of water per residential customer per month for the 43 water companies for which data has been compiled was 6,198 gallons at an average monthly cost of $6.59.

Data on Figure No. 62 shows that operating revenues for the 18 selected companies furnishing water and sewer service increased by $24,345, or 1.9% in 1974. Operating expenses increased $275,758, or 16.6%. The result was a net operating loss of $607,840, or 45.8%. The operating ratio increased from 127.4% to 145.8%.

Average use of water per residential customer per month for the 18 companies furnishing water and sewer service was 4,117 gallons at an average monthly cost of $7.25.

## FIGURE NO. 56

### WATER AND SEWER SYSTEMS CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY GRANTED DURING 1974

| Company | Docket | Effective Date | Type of Service | Subdivision or Service Area | County |
|---|---|---|---|---|---|
| Mercer Environmental Corp. | 198-5 | 2-11-74 | W | Kenwood Homes | Onslow |
| Hope Bros. Builders, Inc. | 413 | 2-6-74 | W | Oakland Heights | Davie |
| John H. Shook | 412 | 2-13-74 | W | Shook Development | Catawba |
| Hanover Utilities, Inc. | 411 | 2-13-74 | W | Crestwood, Sec. 7&8 | New Hanover |
| Bald Mountain Development Corp. | 410 | 2-20-74 | W | Wolf Laurel | Madison & Yancey |
| Leonard J. Dover | 407-1 | 2-13-74 | W | Gordon Heights | Cabarrus |
| Springdale Water Company Royal Oaks, Inc., T/A | 406 | 2-3-74 | W | Springdale Estates | Haywood |
| Bailey's Utilities, Inc. | 365-2 | 2-20-74 | W | Greenbriar Estates | Wake |
| Tarlton & Rinaldo Land Co., Inc. | 318-1 | 2-13-74 | W | Spring Hills No. 2 | Alexander |
| Surry Water Co., Inc. | 314-10 | 2-3-74 | W | The Farm | Surry |
| | 314-12 | 8-2-74 | W | Inglewood | Surry |
| | 314-12 | 8-2-74 | W | Bannertown Hills | Surry |
| Essential Utilities, Inc. | 297-3 | 2-14-74 | W | Olde Town | Brunswick |
| Piedmont Construction & Water Co., Inc. | 262-13 | 2-20-74 | W | Meadowbrook | Iredell |
| | 262-15 | 12-24-74 | W | River Ridge Run (formerly Hickory Hills) | Alexander |
| Brindles Well Drilling John J. Brindle, T/A | 228-1 | 2-3-74 | W | Edgewood | Gaston |
| Fred D. Rozzelle | 202-5 | 1-21-74 | W | Royal Heights | Catawba |
| *John E. Hare | 417 | 3-11-74 | W | Meadow Lake | Wake |
| *Mountain Retreat Association | 385 | 3-26-74 | WS | Montreat | Buncombe |
| *Community Water System | 416 | 3-28-74 | W | Milstead Community | Alexander |
| *Owen Hill Utilities Corp. | 437 | 6-18-74 | W | Cape Owen Manor | Bladen |
| *Scotland Water Company Kenwyn N. Johnson, T/A | 426 | 4-9-74 | W | Laurin Lakes | Scotland |
| | | | W | Woodrun | Scotland |
| *George W. Huffman | 424 | 4-9-74 | W | Washington Forest | Catawba |
| *Honey Hill Water Company Honey Hill Dev. Corp. T/A | 420 | 4-9-74 | W | Honey Hill Estates | Columbus |
| *Junior H. Guffie | 415-1 | 4-1-74 | W | Skyland Drive | Gaston |
| *Avalon Water System, Inc. W. E. McGehee, d/b/a | 382 | 4-15-74 | W | Colonial Estates | Randolph |
| Corriher Water Service, Inc. | 233-4 | 3-31-74 | W | Happy Hollow | Rowan |
| Grandview Water Company | 183-1 | 4-8-74 | W | Meadowbrook & West View | Stokes |
| *Mrs. M. L. Holbrook | 433 | 5-12-74 | W | Robinbrook Place | Gaston |
| *Shamrock Water Corp. | 432 | 5-29-74 | W | Shamrock Park | Catawba |
| *Albert L. Bolick | 430 | 5-29-74 | W | Eastway | Catawba |
| *Mrs. C. G. Mason, Sr. | 429 | 5-30-74 | W | 31st Ave., N. E., Hickory | Catawba |
| *Rollingwood Water System, Inc. | 428 | 5-27-74 | W | Rollingwood | Cleveland |
| *Quail Hollow Water System, Inc. | 427 | 5-27-74 | W | Quail Hollow | Cleveland |
| *C. W. Chistopher, T/A Spring Valley Est. Water System | 425 | 5-23-74 | W | Spring Valley Estates | Catawba |
| *Lucius L. Ratchford | 421 | 5-12-74 | W | Pineview | Gaston |
| *H. C. Cline Building & Supply Co., Inc. | 418 | 6-2-74 | W | Riverview Acres | Catawba |

*Companies regulated for first time
W - Water Service
S - Sewer Service

**FIGURE NO. 56—Continued**

WATER AND SEWER SYSTEMS CERTIFICATES OF
PUBLIC CONVENIENCE AND NECESSITY GRANTED DURING 1974

| Company | Docket | Effective Date | Type of Service | Subdivision or Service Area | County |
|---|---|---|---|---|---|
| *Cross-State Development Co. | 408 | 6-2-74 | W | Blue Ridge Manor | Ashe |
| *O. J. Bost | 455 | 7-14-74 | W | Shade Trees Village | Rowan |
| *Associated Realty & Investment, Inc. | 384 | 9-17-74 | W | Mt. Ridge Estates | Watauga |
| Urban Water Company, Inc. | 256-6 | 5-30-74 | W | Delmont Acres | Catawba |
| | | | W | Balls Creek Village | Catawba |
| *Lone Pine Water Co. Jemaca Enterprises, Inc. T/A | 451 | 5-30-74 | W | Lone Pine | Edgecombe |
| *Treasure Cove Water Co. Jemaca Enterprises, Inc. T/A | 445 | 5-30-74 | W | North Hills | New Hanover |
| | | | W | Treasure Cove | New Hanover |
| *Oehler Water Company Robert M. Oehler, Sr. d/b/a | 440 | 6-27-74 | W | Gallagher Trails | Gaston |
| | | | W | Biltmore Estates | Gaston |
| | | | W | Shangri La | Gaston |
| | | | W | Two Point Community | Mecklenburg |
| Brookwood Water Corporation | 177-12 | 7-7-74 | W | Kelly Hill | Cumberland |
| | 177-13 | 9-9-74 | W | Brettonwood | Cumberland |
| Bethlehem Utilities, Inc. | 259-1 | 8-19-74 | W | Pinecrest Park | Alexander |
| | | | W | Hillsdale | Alexander |
| | | | W | Lakemont Park | Alexander |
| *Paul A. Stewart | 414-1 | 7-15-74 | W | Fleetwood No. 2 | Gaston |
| | | | W | Quail Ridge No. 1 | Gaston |
| *Hollandale Water Company W. G. Holland Construction Company, Inc. d/b/a | 419 | 6-12-74 | W | Hollandale | Gaston |
| *J.W. Jones | 422 | 6-12-74 | W | Hedgewood Circle | Gaston |
| *Castor Court Water Company, Inc. | 423-1 | 6-24-74 | W | Castor Court | Cabarrus |
| *Ruff Water Company | 435 | 6-4-74 | W | Green Meadows | Gaston |
| | | | W | Southgate No. 2 | Gaston |
| | | | W | Fox Run | Gaston |
| *Carolina Trace Corporation | 436 | 6-3-74 | W | Carolina Trace | Lee |
| *David N. Dockery | 438 | 6-20-74 | W | Meadowbrook Acres | Gaston |
| *River Bend Plantation, Inc. | 439 | 6-17-74 | W | River Bend Plantation | Craven |
| *Finger, Heavner, and Goodson Kemp A. Finger, Harold J. Heavner, and James R. Goodson, d/b/a | 441 | 8-9-74 | W | Brookwood Acres | Lincoln |
| *S. M. Cox | 442 | 6-17-74 | W | White Oaks | Union |
| *Brady W. Ratchford, Jr. | 444 | 6-24-74 | W | Rocky Knoll | Gaston |
| *Watauga Vista, Inc. | 447 | 7-29-74 | W | Watauga Vista | Macon |
| *Jackson Utility Company c/o Sapphire Valley Development Corporation | 448 | 6-25-74 | WS | Sapphire Valley | Jackson |
| *Cocoa Homes, Inc. | 449 | 8-18-74 | W | Hollyview | Macon |
| *C.A. "Chuck" Richey | 450 | 7-8-74 | W | Cedar Village | Chatham |
| *Homestead Community Water Mr. J. W. Tyson, d/b/a | 452 | 8-9-74 | W | Homestead Mobile Est. | Pitt |

*Companies regulated for first time
W - Water Service
S - Sewer Service

FIGURE NO. 56—Continued

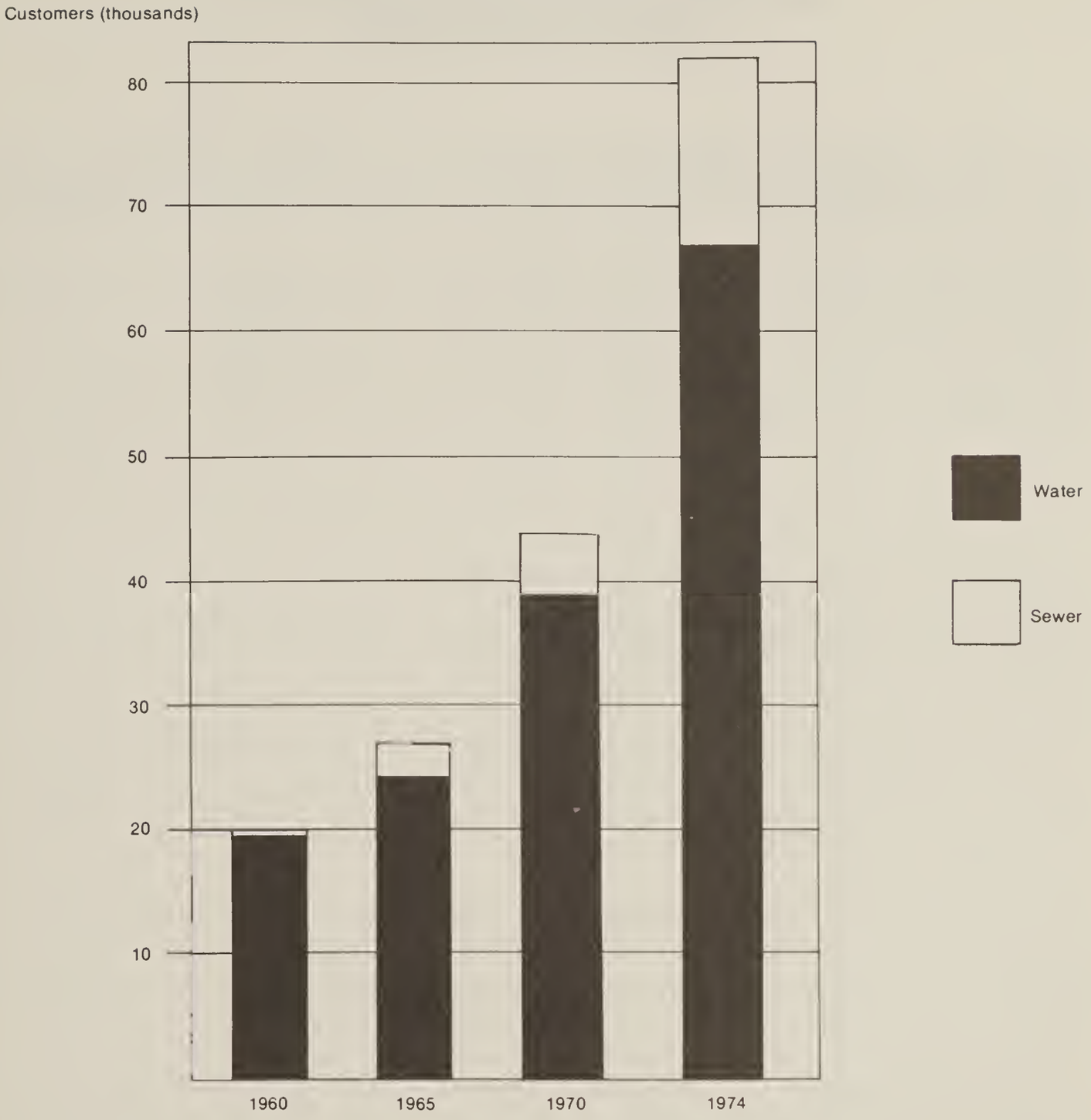
WATER AND SEWER SYSTEMS CERTIFICATES OF
PUBLIC CONVENIENCE AND NECESSITY GRANTED DURING 1974

| Company | Docket | Effective Date | Type of Service | Subdivision or Service Area | County |
|---|---|---|---|---|---|
| *Rock Barn Club of Golf, Inc. | 453 | 8-10-74 | W | Rock Barn Club | Catawba |
| *Glynnwood Mobile Home Park Carroll A. Spencer d/b/a | 454 | 7-15-74 | W | Glynnwood | New Hanover |
| *Joe D. Abernathy | 456 | 7-25-74 | W | Sandy Ridge Acres | Catawba |
| Pine Valley Water Company, Inc. | 242-2 | 7-22-74 | S | Pine Valley | New Hanover |
| Waterco, Inc. | 80-19 | 9-10-74 | W | College Park | Gaston |
| Hydraulics, Ltd. | 218-9 | 9-23-74 | W | Tar Landing Villas | Carteret |
| | 218-10 | 9-23-74 | W | Richwood Acres | Rockingham |
| | 218-11 | 9-23-74 | W | Seagate | Carteret |
| | 218-12 | 10-29-74 | W | Monticello Estates | Guilford |
| King's Grant Water Company | 250-2 | 8-22-74 | W | Crestwood | New Hanover |
| S. P. Stanley | 324-1 | 9-19-74 | W | Lakeland Village | Columbus |
| *Minnesott Beach Water Works G. E. Hardison & Beasley-Kelso Assoc. T/A | 443 | 8-29-74 | W | Minnesott Beach | Pamlico |
| *Goss Utility Company Goss Pump Specialists, Inc., d/b/a | 457 | 8-26-74 | W | Woodland Park | Durham |
| | | | W | Brentwood | Durham |
| * G. Bruce Fisher | 458 | 9-25-74 | W | Sherrill Park | Rowan |
| *Moss Hill Water Works Co. Coharie, Incorporated, d/b/a | 459 | 9-19-74 | W | Fox Lake | Sampson |
| *Hickory Hills Service Company, Inc. | 460 | 9-10-74 | W | Hickory Hills | Lenoir |
| *McRae Construction Co., Inc. | 466 | 9-30-74 | W | Capewood | Anson |
| | | | W | Delphine Gardens | Anson |
| *Lawrence L. McGinnis | 474 | 10-21-74 | W | Roy Eaker Road Dev. | Gaston |
| *Ski Mountain Service Corp. | 473 | 10-1-74 | W | Ski Mountain | Watauga |
| *Wayne M. Honeycutt | 472 | 11-11-74 | W | Knollwood | Gaston |
| *Consolidated Knitting Mills, Inc. | 471 | 10-14-74 | W | Long Shoals | Lincoln |
| *Jerry Gower Const. Co. Jerry Gower d/b/a | 465 | 10-6-74 | W | El Camino Acres | Wake |
| *Utility Systems, Ltd. | 463 | 9-13-74 | S | Barclay Downs | Wake |
| *Longleaf, Inc. | 462 | 10-9-74 | W | Seven Lakes | Moore |
| *Riverhills, Inc. | 461 | 10-2-74 | S | River Hills | Pitt |
| Bess Brothers, Inc. | 331-1 | 10-21-74 | W | Forest Acres | Gaston |
| Heater Utilities, Inc. | 274-15 | 9-19-74 | W | Chari Heights | Wake |
| Suburban Heights Water System Robert L. Pittman d/b/a | 394-1 | 11-12-74 | W | Suburban Heights | Wilson |
| Rosewood Water J.V. Jessup d/b/a | 305-1 | 12-17-74 | W | Copeland Acres | Cumberland |
| *Riverbend Estates Water System Riverbend Estates, Inc. T/A | 390-1 | 12-24-74 | W | Riverbend Estates | Macon |
| *Hefner Builders, Inc. | 480 | 12-24-74 | W | Northwood | Alexander |
| | | | W | Westwood | Alexander |
| *Brookwood Utilities, Inc. | 470 | 12-19-74 | W | Brookwood | Wake |
| *Moseley-Nash Water Corporation | 475 | 12-4-74 | W | Four Seasons | Northampton |
| *Powder Horn Utilities, Inc. | 478 | 12-2-74 | W | Trout Lake, including Deer Run Horseshoe Ridge | Watauga |

*Companies regulated for first time
W - Water Service
S - Sewer Service

FIGURE NO. 57

CUSTOMER GROWTH OF THE WATER AND SEWER
REGULATED COMPANIES IN NORTH CAROLINA
For the 5 Year Period 1970-1974




| | | 1960 | 1965 | 1970 | 1974 |
|---|---|---|---|---|---|
| Water: | customers — | 19,300 | 24,030 | 38,700 | 67,000 |
| | revenues — | 734,000 | 1,260,100 | 2,223,700 | 4,600,000 |
| | plant — | 6,198,900 | 9,693,500 | 20,086,100 | 35,000,000 |
| Sewer: | customers — | 600 | 2,470 | 5,300 | 15,000 |
| | revenues — | 22,800 | 129,500 | 244,900 | 500,000 |
| | plant — | 192,600 | 996,400 | 2,161,800 | 13,360,000 |
| Total | customers — | 19,900 | 26,500 | 44,000 | 86,000 |

## FIGURE NO. 58

### SELECTED FINANCIAL AND STATISTICAL DATA OF 43 WATER AND SEWER COMPANIES OF VARIOUS SIZES OPERATING IN NORTH CAROLINA

Data For Year Ended December 31,1974

| | Revenue | | Operation & Maintenance Expenses | Dep'n. & Amort | Taxes | | | | Total Operating Expense | Other Income & Expense | Total Expenses | Net Income |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Residential | Total | | | Other | Federal Income | State Income | Interest | | | | |
| Aqua Co. | $ 12,884 | $ 13,023 | $ 13,282 | $21,070 | $ 245 | $ -0- | $ -0- | $ -0- | $ 34,597 | $ -0- | $ 34,597 | $ (21,574) |
| Atlantic Beach Sales & Service | 46,085 | 46,085 | 27,675 | 3,624 | 1,376 | 3,643 | 595 | -0- | 36,913 | -0- | 36,913 | 9,172 |
| Badin Water Co. | 18,680 | 31,280 | 41,219 | 802 | 1,797 | (57) | -0- | 16 | 43,777 | -0- | 43,777 | (12,497) |
| Barclay Downs Utilities, Inc. | 5,500 | 5,500 | 5,394 | 1,104 | 504 | -0- | -0- | -0- | 7,002 | -0- | 7,002 | (1,502) |
| Brookhaven, Inc. | 57,739 | 59,501 | 58,484 | 8,508 | 4,226 | 153 | 22 | -0- | 71,393 | -0- | 71,393 | (11,892) |
| Brookwood Water Corp. | 163,569 | 166,994 | 109,393 | 25,457 | 14,841 | 5,386 | 1,627 | 4,740 | 161,444 | 1,438 | 162,882 | 4,112 |
| Cape Fear Utilities, Inc. | 36,613 | 37,101 | 22,204 | 11,086 | 3,884 | -0- | -0- | 7,817 | 44,991 | -0- | 44,991 | (7,890) |
| Cape Fear Water Co., Inc. | 24,710 | 24,970 | 11,358 | 6,614 | 2,355 | 5,265 | 922 | (4,361) | 22,153 | 74 | 22,227 | 2,743 |
| Central Utilities, Inc. | 12,587 | 12,587 | 9,560 | 4,156 | 1,331 | 399 | 53 | -0- | 15,499 | -0- | 15,499 | (2,912) |
| Coastal Plains Utility Co. | 33,043 | 33,423 | 17,035 | 8,245 | 2,775 | -0- | -0- | 396 | 28,451 | -0- | 28,451 | 4,972 |
| Consolidated Utilities, Inc. | 346 | 350 | 864 | 954 | 233 | -0- | -0- | -0- | 2,051 | -0- | 2,051 | (1,701) |
| Corriher Water Service, Inc. | 24,254 | 24,254 | 17,529 | 1,952 | 2,350 | 911 | 302 | -0- | 23,044 | -0- | 23,044 | 1,210 |
| Country Hills Utilities, Inc. | 1,619 | 1,619 | 6,184 | 1,164 | 117 | -0- | -0- | -0- | 7,465 | -0- | 7,465 | (5,846) |
| Crestview Water Co. | 19,376 | 20,047 | 8,129 | 6,955 | 779 | -0- | -0- | 5,538 | 21,401 | -0- | 21,401 | (1,354) |
| Duke Power Co. | 101,072 | 212,933 | 212,526 | 62,337 | 56,333 | -0- | -0- | -0- | 331,196 | -0- | 331,196 | (118,263) |
| Essential Utilities, Inc. | 7,736 | 8,010 | 9,998 | 3,232 | 1,019 | -0- | -0- | 393 | 14,642 | (85) | 14,557 | (6,547) |
| Figure 8 Island Utility Co. | 2,410 | 2,450 | 4,200 | 7,575 | 1,975 | -0- | -0- | 41 | 13,791 | -0- | 13,791 | (11,341) |
| Gaylee Village Utilities, Inc. | 5,372 | 5,372 | 3,619 | 1,632 | 664 | 395 | 52 | -0- | 6,362 | -0- | 6,362 | (990) |
| Genoa Water Systems. | 18,507 | 18,507 | 31,505 | 4,758 | 2,656 | -0- | -0- | 21 | 38,940 | (3,731) | 35,209 | (16,702) |
| Grandview Water Co., Inc. | 22,667 | 23,625 | 9,588 | 6,731 | 1,353 | 1,231 | 357 | -0- | 19,260 | -0- | 19,260 | 4,365 |
| Heater Utilities, Inc. | 80,704 | 80,740 | 50,813 | 27,230 | 11,969 | -0- | -0- | 10,366 | 100,378 | 7,687 | 108,065 | (27,325) |
| Hensley Enterprises, Inc. | 62,668 | 62,668 | 52,660 | 6,551 | 7,536 | 2,720 | 367 | 952 | 70,786 | (10,337) | 60,449 | 2,219 |
| Huffman, H. C., Water System, Inc. | 23,366 | 23,366 | 16,486 | 6,461 | 1,838 | 282 | 82 | (1,646) | 23,503 | -0- | 23,503 | (137) |
| Hydraulics, Inc. | 38,900 | 47,473 | 42,251 | 17,650 | -0- | 1,107 | -0- | -0- | 61,008 | -0- | 61,008 | (13,535) |
| Joyceton Water Works, Inc. | 11,407 | 43,180 | 36,003 | 6,538 | 3,325 | -0- | -0- | -0- | 45,866 | (1,119) | 44,747 | (1,567) |
| Kinolewood Water Co., Inc. | 43,290 | 43,290 | 36,071 | 7,575 | 4,732 | -0- | -0- | -0- | 48,378 | -0- | 48,378 | (5,088) |
| Kings Grant Water Co. | 66,499 | 66,499 | 31,803 | 3,364 | 4,892 | 5,056 | 1,506 | (556) | 46,065 | -0- | 46,065 | 20,434 |
| Lafayette Water Corp. | 206,507 | 216,223 | 133,412 | 47,273 | 28,757 | 3,528 | 800 | 4,656 | 218,426 | -0- | 218,426 | (2,203) |
| La Grange Waterworks Corp. | 90,140 | 91,402 | 46,344 | 16,470 | 8,899 | 2,461 | 992 | 5,235 | 80,401 | (1,052) | 79,349 | 12,053 |
| Lone Pine Water Co. | 785 | 2,787 | 4,272 | 1,955 | 111 | -0- | -0- | -0- | 6,338 | -0- | 6,338 | (3,551) |
| Mount Vernon Park Water System | 4,589 | 5,543 | 3,804 | 1,674 | 532 | -0- | -0- | 492 | 6,502 | -0- | 6,502 | (959) |
| North Forest Utilities, Inc. | 2,228 | 2,228 | 5,778 | 1,636 | 577 | -0- | -0- | -0- | 7,991 | -0- | 7,991 | (5,763) |
| Pate, Z. V., Inc. | 19,539 | 23,205 | 11,378 | 7,141 | 1,384 | 775 | 278 | -0- | 20,956 | (1,330) | 19,626 | 3,579 |
| Piedmont Construction & Water Co. | 74,114 | 74,114 | 75,672 | 15,976 | 7,436 | 562 | 239 | 435 | 100,320 | (29,394) | 70,926 | 3,188 |
| Quality Water Supplies, Inc. | 77,180 | 78,979 | 45,841 | 14,863 | 6,693 | 10,130 | 2,558 | 2,482 | 82,567 | (22,436) | 60,131 | 18,848 |
| Regalwood Water Co. | 11,111 | 11,206 | 6,397 | 2,700 | 1,046 | -0- | -0- | 0- | 10,143 | -0- | 10,143 | 1,063 |
| Ridge Haven Utilities, Inc. | 4,254 | 4,254 | 3,674 | 1,676 | 413 | -0- | -0- | 0- | 5,763 | -0- | 5,763 | (1,509) |
| Ruff Water Co., Inc. | 20,031 | 20,031 | 7,657 | 10,831 | 1,235 | 776 | 483 | -0- | 20,982 | (8,629) | 12,353 | 7,678 |
| Surry Water Co., Inc. | 25,187 | 25,187 | 17,306 | 7,213 | 648 | -0- | 533 | -0- | 25,700 | 548 | 26,248 | (1,061) |
| Treasure Cove Water Co. | 236 | 236 | 2,866 | 4,298 | 70 | -0- | -0- | -0- | 7,234 | -0- | 7,234 | (6,998) |
| University Water System | 981,496 | 1,399,750 | 665,960 | -0- | -0- | -0- | -0- | -0- | 665,960 | -0- | 665,960 | 733,790 |
| Waterco, Inc. | 82,412 | 82,412 | 88,768 | 22,127 | 4,898 | 298 | 273 | 2,063 | 118,427 | 17,728 | 136,155 | (53,743) |
| Whispering Pines, Inc. | 18,811 | 18,811 | 11,080 | -0- | 841 | -0- | -0- | -0- | 11,921 | (8,400) | 3,521 | 15,290 |
| Totals | $2,560,223 | $3,171,21 | $2,016,042 | $419,158 | $198,645 | $45,021 | $12,041 | $39,080 | $2,729,987 | $(59,038) | $2,670,949 | $500,266 |

**FIGURE NO. 58–Continued**

## SELECTED FINANCIAL AND STATISTICAL DATA OF 43 WATER AND SEWER COMPANIES OF VARIOUS SIZES OPERATING IN NORTH CAROLINA

Data For Year Ended December 31,1974

| Operating Ratio % | Gross Plant | Accum. Dep'n. | Net Plant | Items Included in Gross Plant: Contributions in Aid of Construction | Items Included in Gross Plant: Plant Acq. Adjst. | Customers: Residential | Customers: Total | Average Revenue per Res. Customer | Op & Main. Exp. per Total Customer | Tot. Exp. per Total Customer | Gross Plant Investment per Total Customer | Water Consumption (Gallons): Residential | Water Consumption (Gallons): Total | Average Gallons Used per Residential Customer | Dep'n. Expense as % of Gross Plant |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 265.7 | $ 136,864 | $ 115,437 | $ 21,427 | $ 29,491 | $(284,359) | 253 | 253 | $50.93 | $52.50 | $136.75 | $ 540.96 | 12,144,000 | 12,144,000 | 48,000 | 15.4 |
| 80.1 | Na | Na | Na | Na | Na | 630 | 673 | 73.15 | 41.12 | 54.85 | Na | Na | Na | Na | Na |
| 140.0 | 204,377 | 197,320 | 7,057 | Na | Na | 646 | 646 | 28.92 | 63.81 | 67.77 | 316.37 | 32,463,400 | 32,463,400 | 50,253 | .4 |
| 127.3 | 64,043 | 1,875 | 62,168 | 48,880 | Na | 91 | 91 | 60.44 | 59.28 | 76.94 | 703.77 | 5,778,008 | 5,778,008 | 63,495 | 1.7 |
| 120.0 | 220,522 | 98,631 | 121,891 | 146,108 | Na | 544 | 547 | 106.14 | 106.92 | 130.52 | 403.15 | 46,560,000 | 48,074,000 | 85,588 | 3.9 |
| 96.7 | 875,595 | 137,661 | 737,934 | 647,847 | Na | 1,987 | 2,004 | 82.32 | 54.59 | 81.28 | 436.92 | 159,567,080 | 160,576,580 | 80,306 | 2.9 |
| 121.3 | 366,653 | 33,647 | 333,006 | 159,950 | Na | 576 | 576 | 63.56 | 38.55 | 78.11 | 636.55 | 47,208,900 | 47,208,900 | 81,960 | 3.0 |
| 88.7 | 147,457 | 31,828 | 115,629 | 133,267 | Na | 408 | 408 | 60.56 | 27.84 | 54.48 | 361.41 | 34,978,300 | 34,978,300 | 85,731 | 4.5 |
| 123.1 | 136,225 | 7,753 | 128,472 | 68,600 | Na | 176 | 176 | 71.52 | 54.32 | 88.06 | 774.01 | 11,898,332 | 11,898,332 | 67,604 | 3.1 |
| 85.1 | 266,708 | 81,916 | 184,792 | 23,976 | 45,173 | 397 | 397 | 83.23 | 42.91 | 71.66 | 671.81 | 14,292,000 | 14,292,000 | 36,000 | 3.1 |
| 586.0 | 23,467 | 1,147 | 22,320 | 2,800 | Na | 7 | 7 | 49.43 | 123.43 | 293.00 | 3,352.43 | 354,000 | 354,000 | 50,571 | 4.1 |
| 95.0 | 65,045 | 13,960 | 51,085 | Na | Na | 468 | 468 | 51.83 | 37.45 | 49.24 | 138.99 | Na | Na | Na | 3.0 |
| 461.1 | 43,549 | 2,428 | 41,121 | 11,750 | Na | 22 | 22 | 73.59 | 281.09 | 339.32 | 1,979.50 | 1,522,523 | 1,522,523 | 69,206 | 2.7 |
| 106.8 | 78,883 | 27,630 | 51,253 | Na | Na | 283 | 290 | 68.47 | 28.03 | 73.80 | 272.01 | 19,122,763 | 20,229,618 | 67,572 | 8.8 |
| 155.5 | 16,034,275 | 3,395,149 | 12,639,126 | Na | Na | 3,056 | 3,537 | 33.07 | 60.09 | 93.64 | 4,533.30 | 179,411 | 848,342 | 59 | .4 |
| 182.8 | 107,258 | 5,925 | 101,333 | 84,300 | Na | 194 | 194 | 39.88 | 51.54 | 75.04 | 552.88 | 8,410,100 | 8,410,100 | 43,351 | 3.0 |
| 562.9 | 221,777 | 19,186 | 202,591 | 234,852 | Na | 56 | 56 | 43.04 | 75.00 | 246.27 | 3,960.30 | 2,029,500 | 2,029,500 | 36,241 | 3.4 |
| 118.4 | 56,224 | 3,369 | 52,855 | 51,140 | Na | 82 | 82 | 65.51 | 44.13 | 77.58 | 685.66 | 4,807,912 | 4,807,912 | 58,633 | 2.9 |
| 210.4 | 135,505 | 9,231 | 126,274 | 78,300 | Na | 309 | 309 | 59.83 | 101.96 | 113.94 | 438.53 | 16,743,000 | 16,743,000 | 54,184 | 3.5 |
| 81.5 | 158,318 | 75,085 | 83,233 | Na | Na | 235 | 239 | 96.46 | 40.12 | 80.59 | 662.42 | 17,880,123 | 18,624,973 | 76,086 | 4.3 |
| 124.3 | 3,908,756 | 303,716 | 3,605,040 | 646,171 | 2,819,062 | 999 | 999 | 80.79 | 50.86 | 108.17 | 3,912.67 | 65,529,474 | 65,529,474 | 65,595 | .7 |
| 113.0 | 157,242 | 34,044 | 123,198 | Na | Na | 885 | 885 | 70.81 | 59.50 | 68.30 | 177.67 | 61,200,000 | 61,200,000 | 69,153 | 4.2 |
| 100.6 | 129,223 | 67,317 | 61,906 | 39,305 | Na | 485 | 485 | 48.18 | 33.99 | 48.46 | 266.44 | 22,524,713 | 22,524,713 | 46,443 | 5.0 |
| 128.5 | 672,370 | 39,287 | 633,083 | 670,305 | Na | 682 | 682 | 57.04 | 61.95 | 89.45 | 985.88 | 30,020,537 | 30,020,537 | 44,018 | 2.6 |
| 106.2 | 251,906 | 130,320 | 121,586 | Na | Na | 157 | 165 | 72.66 | 218.20 | 271.19 | 1,526.70 | 56,173,000 | 56,173,000 | 357,790 | 2.6 |
| 111.8 | 324,076 | 43,495 | 280,581 | 245,950 | Na | 495 | 495 | 87.46 | 72.87 | 97.73 | 654.70 | 45,656,900 | 45,656,900 | 92,236 | 2.3 |
| 69.3 | 473,502 | 7,902 | 465,600 | 412,096 | Na | 923 | 923 | 72.05 | 34.46 | 49.91 | 513.00 | 68,832,104 | 68,832,104 | 74,574 | .7 |
| 101.0 | 1,915,316 | 518,511 | 1,396,805 | 970,130 | Na | 4,558 | 4,684 | 45.31 | 28.48 | 48.63 | 408.91 | 354,181,000 | 367,765,400 | 77,705 | 2.5 |
| 88.0 | 488,164 | 88,410 | 399,754 | 252,346 | (46,234) | 1,230 | 1,243 | 73.29 | 37.28 | 63.84 | 392.73 | 102,380,700 | 104,061,000 | 83,236 | 3.4 |
| 227.4 | 48,447 | 1,955 | 46,492 | 28,500 | —0— | 32 | 34 | 24.53 | 125.65 | 186.41 | 1,424.91 | 818,240 | 2,552,240 | 25,570 | 4.0 |
| 117.3 | 46,756 | 12,351 | 34,405 | 20,826 | Na | 99 | 114 | 46.35 | 33.37 | 57.04 | 410.14 | 1,773,851 | 2,738,591 | 17,918 | 3.6 |
| 358.7 | 53,266 | 3,288 | 49,978 | 27,257 | Na | 36 | 36 | 61.89 | 160.50 | 221.97 | 1,479.61 | 2,240,171 | 2,240,171 | 62,227 | 3.1 |
| 90.3 | 167,361 | 63,304 | 104,057 | Na | Na | 327 | 355 | 59.75 | 32.05 | 55.28 | 471.44 | 19,339,988 | 25,822,778 | 59,144 | 4.3 |
| 135.4 | 164,960 | 90,322 | 74,638 | Na | Na | 1,139 | 1,139 | 65.07 | 66.44 | 62.27 | 144.83 | Na | Na | Na | 9.7 |
| 104.5 | 414,685 | 63,175 | 351,510 | 320,784 | Na | 1,166 | 1,170 | 66.19 | 39.18 | 51.39 | 354.43 | 96,365,200 | 98,546,800 | 82,646 | 3.6 |
| 90.5 | 24,587 | 17,542 | 7,045 | Na | 28,725 | 134 | 135 | 82.92 | 47.38 | 75.13 | 182.13 | 10,006,610 | 10,100,600 | 74,676 | 11.0 |
| 135.5 | 60,154 | 3,293 | 56,861 | 45,669 | Na | 72 | 72 | 59.08 | 51.03 | 80.04 | 835.47 | 3,862,029 | 3,862,029 | 53,639 | 2.8 |
| 104.7 | Na | Na | Na | Na | Na | 260 | 260 | 77.04 | 29.45 | 47.51 | Na | 17,189,480 | 17,189,480 | 66,113 | Na |
| 102.0 | 180,330 | 12,786 | 167,544 | 167,522 | Na | 367 | 367 | 68.62 | 47.15 | 71.52 | 491.36 | 15,546,696 | 15,546,696 | 42,362 | 4.0 |
| — | 111,448 | 4,298 | 107,150 | 68,860 | Na | 17 | 17 | 13.88 | 168.59 | 425.53 | 6,555.77 | 328,460 | 328,460 | 19,321 | 3.9 |
| 47.6 | Na | Na | Na | Na | Na | 6,401 | 6,752 | 153.34 | 98.63 | 98.63 | Na | 968,296,000 | 1,550,964,000 | 151,273 | Na |
| 143.7 | 584,340 | 106,467 | 477,873 | 454,668 | Na | 1,010 | 1,010 | 81.60 | 87.89 | 134.81 | 578.55 | 73,300 | 73,300 | 73 | 3.8 |
| 63.4 | 290,012 | 102,459 | 187,553 | Na | Na | 467 | 467 | 40.28 | 23.73 | 7.54 | 621.01 | 28,422,290 | 28,422,290 | 60,861 | Na |
| 86.1 | $29,809,646 | $5,973,420 | $23,836,226 | $6,091,650 | $2,562,367 | $32,361 | $33,464 | $79.11 | $60.25 | $ 79.82 | $ 890.80 | 2,406,700,095 | 3,021,134,051 | 74,370 | 1.4 |

## FIGURE NO. 59

SELECTED FINANCIAL AND STATISTICAL DATA
OF 18 WATER AND SEWER COMPANIES OF VARIOUS SIZES
OPERATING IN NORTH CAROLINA
Data For Year Ended December 31,1974

| | Revenue | | Operation & Maintenance Expenses | Dep'n. & Amort | Taxes | | | | Total Operating Expense | Other Income & Expense | Total Expenses | Net Income |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Residential | Total | | | Other | Federal Income | State Income | Interest | | | | |
| Allen, Bill, Enterprises, | $ 5,800 | $ 5,800 | $ 5,485 | $ 10,784 | $ 250 | $ -0- | $ -0- | $ -0 | $ 16,519 | $ -0- | $ 16,519 | $ (10,719) |
| Beatties Ford, Utilities, Inc. | 47,028 | 47,028 | 37,415 | 6,941 | 2,107 | -0- | 0- | 3,862 | 50,325 | (380) | 49,945 | (2,917) |
| Carolina Caribbean Utility Co. | 123,997 | 123,997 | 205,007 | 214,584 | 5,767 | -0 | 0- | 0- | 425,358 | (1,630) | 423,728 | (299,731) |
| Cumberland Water Co., Inc. | 210,743 | 223,945 | 158,034 | 91,986 | 21,866 | 25,029 | 4,210 | 602 | 301,727 | (8,734) | 292,993 | (69,048) |
| Hound Ears Lodge & Club, Inc. | 23,153 | 23,153 | 24,732 | 4,106 | 930 | 0 | -0- | -0- | 29,768 | -0- | 29,768 | (6,615) |
| Investment Land Sales, Inc | 46,201 | 46,201 | 34,031 | 11,356 | 1,554 | 0 | 0- | 0- | 46,941 | -0- | 46,941 | (740) |
| Mercer Environmental Corp | 76,882 | 76,882 | 61,100 | 15,019 | 6,180 | 0 - | 388 | 1,317 | 84,004 | (3,497) | 80,507 | (3,625) |
| Mid-Atlantic Utility Co. | 54,795 | 54,795 | 38,629 | 20,507 | 2,026 | -0- | 0- | -0- | 61,162 | (988) | 60,174 | (5,379) |
| Montclair Water Co. | 197,909 | 197,909 | 144,466 | 49,701 | 24,152 | -0- | 25 | 29,399 | 247,743 | 1,480 | 249,223 | (51,314) |
| Mountain Retreat Ass'n. | 37,618 | 37,618 | 31,335 | 0- | -0 | -0- | 0- | 3,614 | 34,949 | -0 - | 34,949 | 2,669 |
| Overhills Water Co., Inc | 24,287 | 24,287 | 24,767 | 2,760 | 803 | 0 | 0 | 0- | 28,330 | 72 | 28,402 | (4,115) |
| Pinehurst, Inc. | 66,146 | 92,876 | 78,475 | 44,748 | 14,822 | -0- | -0- | -0- | 138,045 | (15,429) | 122,616 | (29,740) |
| Pine Valley Water Co , Inc. | 20,916 | 21,484 | 13,962 | 5,259 | 2,120 | -0- | -0- | 4,899 | 26,240 | (2,447) | 23,793 | (2,309) |
| Regional Utility Co., Inc. | 54,323 | 54,323 | 46,134 | 19,912 | 5,514 | -0- | 0- | -0- | 71,560 | 0 | 71,560 | (17,237) |
| Sanitary Utilities, Inc | 29,770 | 30,043 | 27,923 | 16,651 | 1,811 | 0- | 0- | 19,870 | 66,255 | (61) | 66,194 | (36,151) |
| Scientific Water & Sewerage Co., Inc. | 58,680 | 58,680 | 25,626 | 6,520 | 4,886 | -0- | 127 | 10,386 | 47,545 | 15,718 | 63,263 | (4,583) |
| Transylvania Utility Co. | 8,625 | 96,957 | 137,649 | -0- | 10,055 | -0- | -0- | (1,739) | 145,965 | -0 | 145,965 | (49,008) |
| Westwood Utility Co | 85,255 | 110,376 | 69,067 | 20,372 | 5,836 | -0- | -0- | 16,483 | 111,758 | 0- | 111,758 | (1,382) |
| Totals | $1,172,128 | $1,326,354 | $1,163,837 | $541,206 | $110,679 | $25,029 | $4,750 | $88,693 | $1,934,194 | $(15,896) | $1,918,298 | $(591,944) |

**FIGURE NO. 59—Continued**

SELECTED FINANCIAL AND STATISTICAL DATA
OF 18 WATER AND SEWER COMPANIES OF VARIOUS SIZES
OPERATING IN NORTH CAROLINA
Data For Year Ended December 31,1974

| Operating Ratio % | Gross Plant | Accum Dep'n. | Net Plant | Items Included in Gross Plant: Contributions in Aid of Construction | Items Included in Gross Plant: Plant Acq. Adjst. | Customers: Residential | Customers: Total | Average Revenue per Res. Customer | Op. & Main Exp. per Total Customer | Tot Exp. per Total Customer | Gross Plant Investment per Total Customer | Water Consumption (Gallons): Residential | Water Consumption (Gallons): Total | Average Gallons Used per Residential Customer | Dep'n. Expense as % of Gross Plant |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 284 8% | $ 379,098 | $ 19,032 | $ 360,066 | $ –0– | $Na | 64 | 64 | $ 90 63 | $85.70 | $258 11 | $5,923.41 | 2,971,200 | 2,971,200 | 46,425 | 2.8 |
| 107 0 | 166,608 | 65,346 | 101,262 | 76,302 | Na | 380 | 380 | 123.76 | 98.46 | 131 43 | 438.44 | Na | Na | Na | 4 2 |
| 343.0 | 6,545,432 | 623,572 | 5,921,860 | 625,507 | Na | 1,366 | 1,366 | 90.77 | 150.08 | 310 20 | 4,791 68 | 24,511,000 | 24,511,000 | 17,944 | 3.3 |
| 134.7 | 2,163,648 | 592,252 | 1,571,396 | 1,679,903 | Na | 4,097 | 4,176 | 51.44 | 37.84 | 70.16 | 518 11 | 241,755,500 | 258,591,900 | 59,008 | 4.3 |
| 128.6 | 67,817 | 20,765 | 47,052 | –0– | Na | Na | Na | Na | Na | Na | Na | Na | Na | Na | 6 1 |
| 101.6 | 399,865 | 90,307 | 309,558 | –0– | Na | 698 | 698 | 66 19 | 48.76 | 67.25 | 572.87 | 32,404,650 | 32,404,650 | 46,425 | 2.8 |
| 109.3 | 497,965 | 65,778 | 432,187 | 354,679 | Na | 622 | 622 | 123.61 | 98.23 | 129 43 | 800.59 | 48,909,900 | 48,909,900 | 78,633 | 3.0 |
| 111.6 | 712,031 | 180,295 | 531,736 | 729,273 | Na | 853 | 853 | 64 24 | 45.29 | 70.54 | 834 74 | Na | Na | Na | 2.9 |
| 125.2 | 1,905,635 | 295,852 | 1,609,783 | 1,912,220 | Na | 2,233 | 2,233 | 88.63 | 64.70 | 111.61 | 853 40 | 140,239,000 | 140,239,000 | 62,803 | 2.6 |
| 92.9 | 311,442 | –0– | 311,442 | Na | Na | 427 | 464 | 88.10 | 67.53 | 75.32 | 671 21 | Na | Na | Na | Na |
| 116.6 | 54,031 | 19,031 | 35,000 | Na | Na | 345 | 345 | 70.40 | 71.79 | 82.33 | 156 61 | 21,809,000 | 21,809,000 | 63,214 | 5.1 |
| 148.6 | 3,717,510 | 147,517 | 3,569,993 | 93,911 | Na | 609 | 609 | 108.61 | 128.86 | 201.34 | 6,104 29 | 76,570,000 | 136,779,345 | 125,731 | 1.2 |
| 122.1 | 430,053 | 22,618 | 407,435 | 97,367 | Na | 297 | 300 | 70.42 | 46.54 | 79.31 | 1,433.51 | 26,795,000 | 27,545,000 | 90,219 | 1.2 |
| 131.7 | 645,309 | 124,539 | 520,770 | 588,339 | Na | Na | Na | Na | Na | Na | Na | Na | Na | Na | 3.1 |
| 220.5 | 407,493 | 57,083 | 350,410 | 185,100 | Na | 379 | 379 | 78.55 | 73.68 | 174.65 | 1,075 18 | 25,768,000 | 25,768,000 | 67,989 | 4.1 |
| 81.0 | 198,753 | 40,414 | 158,339 | 39,403 | Na | 285 | 285 | 205.90 | 89.91 | 221.97 | 697.38 | 24,141,744 | 24,141,744 | 84,708 | 3.3 |
| 150.5 | 14,985 | –0– | 14,985 | 46,542 | Na | 116 | 3,073 | 74.35 | 44.79 | 47.50 | 4.88 | Na | Na | Na | Na |
| 101.3 | 801,527 | 104,990 | 696,537 | 266,575 | Na | 707 | 720 | 120.59 | 95.93 | 155.22 | 1,113.23 | Na | Na | Na | 2.5 |
| 145.8 | $19,419,202 | $2,469,391 | $16,949,811 | $6,695,121 | $–0– | 13,478 | 16,567 | $ 86.97 | $70.25 | $115.79 | $1,172.16 | 665,874,994 | 743,670,739 | 49,405 | 2.8 |

## FIGURE NO. 60

Comparative Water Charges in North Carolina
for Residential Service Between Customers
Served by Municipal Owned Systems and Privately Owned Regulated Systems
For The Year 1974

| City | Inside City Boundary | | | Outside City Boundary | | |
|---|---|---|---|---|---|---|
| | 3000 gal. | 6000 gal. | 9000 gal. | 3000 gal. | 6000 gal. | 9000 gal. |
| Asheville | $3.31 | $6.37 | $9.43 | $3.31 | $6.37 | $9.43 |
| Charlotte | $1.60 | $3.20 | $4.80 | $3.20 | $6.40 | $9.60 |
| Greensboro | $1.76 | $3.40 | $5.00 | $3.52 | $6.80 | $10.00 |
| Raleigh | $2.32 | $4.63 | $6.95 | $4.64 | $9.26 | $13.90 |
| Wilmington | $2.32 | $4.55 | $6.75 | $4.64 | $9.10 | $13.50 |
| Winston-Salem | $1.72 | $3.44 | $5.16 | $2.58 | $5.16 | $7.74 |
| Simple Average | | | | $3.65 | $7.18 | $10.70 |

| 66 Regulated Water & Sewerage Utilities | Inside Service Area | | |
|---|---|---|---|
| | 3000 gal. | 6000 gal. | 9000 gal. |
| 58 Companies with metered service: | | | |
| Highest Rate | $7.20 | $10.50 | $15.50 |
| Lowest Rate | $1.50 | $2.50 | $3.50 |
| Average Rate (non-weighted average) | $4.29 | $6.47 | $8.63 |

## FIGURE NO. 61

### WATER COMPANIES

Summary of Selected Financial and Statistical Data
of Water Companies of Various Sizes Operating in North Carolina
Data for the Calendar Years 1970-1974

| Item | 1970 | 1971 | 1972 | 1973 | 1974 | % Increase (Decrease) 1974 over 1973 |
|---|---|---|---|---|---|---|
| Total Companies Included in this Data .... | 46 | 47 | 47 | 50 | 43 | |
| Income Items: | | | | | | |
| Operating Revenues - Residential Customers | | | | | $ 2,560,223 | * |
| - Total Customers.. | $1,221,004 | $1,383,791 | $ 1,546,890 | $ 1,831,575 | $ 3,171,215 | 73.1 |
| Expense Items — (total): | | | | | | |
| Operation and Maintenance ..... | $ 805,649 | $ 911,405 | $ 1,063,720 | $ 1,166,319 | $ 2,016,042 | 72.9 |
| Depreciation and Amortization ..... | 273,483 | 304,917 | 373,486 | 447,956 | 419,158 | (6.4) |
| Taxes Other than Income Taxes ..... | 118,035 | 129,237 | 144,412 | 173,325 | 198,645 | 14.6 |
| Federal Income Taxes ..... | 24,787 | 12,314 | 18,505 | 46,629 | 45,021 | (3.4) |
| State Income Taxes ..... | 6,310 | 4,776 | 7,505 | 13,769 | 12,041 | (12.5) |
| Interest Expense ..... | | | | | 39,080 | * |
| Total Operating Expenses ..... | $1,228,264 | $1,362,649 | $ 1,607,628 | $ 1,847,998 | $ 2,729,987 | 47.7 |
| Other Income and Expense ..... | | | | | (59,038) | * |
| Total Expenses | 1,228,264 | 1,362,649 | 1,607,628 | 1,847,998 | 2,670,949 | 44.5 |
| Net Income | $ (7,260) | $ 21,142 | $ (60,738) | $ (16,423) | $ 500,266 | |
| Operating Ratio (Percent) ..... | 100.6 | 98.5 | 103.9 | 100.9 | 86.1 | (14.7) |
| Balance Sheet Items: | | | | | | |
| Utility Plant in Service (Gross) ..... | $9,980,780 | $11,387,890 | $12,986,984 | $16,296,542 | $29,809,646 | 82.9 |
| Depreciation & Amortization (Accum.) . | 2,093,433 | 2,386,685 | 2,819,215 | 3,167,736 | 5,973,420 | 88.6 |
| Utility Plant in Service (Net)..... | $7,887,347 | $9,001,205 | $10,167,769 | $13,128,806 | $23,836,226 | 81.6 |
| Items included in Utility Plant (Gross): | | | | | | |
| Contributions in Aid of Construction | | | | | $ 6,091,650 | * |
| Plant Acquisition Adjustment ... | | | | | $ 2,562,367 | * |
| Statistics: | | | | | | |
| Customers-Year End-(Residential) ..... | 15,906 | 21,339** | 24,230 | 25,827 | 32,361 | 25.3 |
| Customers-Year End-(Total)..... | 19,528 | 22,167 | 25,012 | 26,737 | 33,464 | 25.2 |
| Average Revenue per Res. Customer-w/a | $ 57.63 | $ 53.71 | $ 54.45 | $ 60.20 | $ 79.11 | 31.4 |
| Operation & Maintenance Expense per Total Customer ..... | $ 41.26 | $ 41.12 | $ 42.53 | $ 43.62 | $ 60.25 | 38.1 |
| Total Expense per Total Customer ..... | $ 62.90 | $ 61.47 | $ 64.27 | $ 69.12 | $ 79.82 | 15.5 |
| Gross Plant Investment per Total Customer-w/a ..... | $ 511.10 | $ 513.73 | $ 519.23 | $ 609.51 | $ 890.80 | 46.2 |
| Water Consumption - Gals.-(Residential) (000's) ..... | 1,107,390 | 1,404,000 | 1,490,424 | 1,592,060 | 2,406,700 | 51.2 |
| Water Consumption-Gals.-(Total)(000's) | | | | | 3,021,134 | * |
| Average Gallons used per Residential Customer - w/a ..... | 69,621 | 65,795 | 61,512 | 61,643 | 74,370 | 20.6 |
| Depreciation Expense as Percent of Gross Plant ..... | 2.7 | 2.7 | 2.9 | 2.7 | 1.4 | (48.1) |

w/a Weighted Average
* These items were not separately identified prior to 1974. They were included in related total amounts shown.
** For years prior to 1971, the number of residential customers for Duke Power Company was not available. This accounts for the sharp increase in the number of residential customers in 1971 over 1970.

## FIGURE NO. 62

### WATER & SEWER COMPANIES

Summary of Selected Financial and Statistical Data
of Water & Sewer Companies of Various Sizes Operating in North Carolina
Data for the Calendar Years 1970-1974

| Item | 1970 | 1971 | 1972 | 1973 | 1974 | % Increase (Decrease) 1974 over 1973 |
|---|---|---|---|---|---|---|
| Total Companies Included in this Data .... | 16 | 16 | 17 | 17 | 18 | |
| Income Items | | | | | | |
| Operating Revenues-Residential Customers | | | | | $ 1,172,128 | * |
| -Total Customers ... | $ 800,031 | $ 922,110 | $ 1,117,292 | $ 1,302,009 | $ 1,326,354 | 1.9 |
| Expense Items-(Total): | | | | | | |
| Operation and Maintenance ..... | $ 428,421 | $ 642,143 | $ 879,208 | $ 1,023,108 | $ 1,163,837 | 13.8 |
| Depreciation and Amortization ..... | 228,508 | 255,910 | 389,934 | 482,344 | 541,206 | 12.2 |
| Taxes Other than Income Taxes ..... | 68,693 | 65,760 | 82,659 | 110,690 | 110,679 | —0— |
| Federal Income Taxes ..... | 21,100 | 17,626 | 27,678 | 35,910 | 25,029 | (30.3) |
| State Income Taxes ..... | 3,494 | 5,557 | 6,035 | 6,384 | 4,750 | (25.6) |
| Interest Expense ..... | | | | | 88,693 | * |
| Total Operating Expense ..... | $ 750,216 | $ 986,996 | $ 1,385,514 | $ 1,658,436 | $ 1,934,194 | 16.6 |
| Other Income and Expense ..... | | | | | (15,896) | * |
| Total Expense ..... | $ 750,216 | $ 986,996 | $ 1,385,514 | $ 1,658,436 | $ 1,918,298 | 15.7 |
| Net Income ..... | $ 49,815 | $ (64,886) | $ (268,222) | $ (356,427) | $ (591,944) | 66.1 |
| Operating Ratio (Percent):..... | 93.8 | 107.0 | 124.0 | 127.4 | 145.8 | 14.4 |
| Balance Sheet Items: | | | | | | |
| Utility Plant in Service (Gross) ..... | $6,835,001 | $7,795,786 | $11,373,194 | $15,564,733 | $19,419,202 | 24.8 |
| Depreciation & Amortization (Accum.) . | 1,380,317 | 1,620,528 | 1,808,032 | 2,223,109 | 2,469,391 | 11.1 |
| Utility Plant in Service (Net) ..... | $5,454,684 | $6,175,258 | $ 9,565,162 | $13,341,624 | $16,949,811 | 27.0 |
| Items included in Utility Plant (Gross): | | | | | | |
| Contributions in Aid of Construction | | | | | $ 6,695,121 | * |
| Plant Acquisition Adjustment | | | | | $ —0— | * |
| Statistics: | | | | | | |
| Customers-Year End-(Residential) .... | 7,306 | 8,276 | 10,302 | 11,695 | 13,478 | 15.2 |
| Customers-Year End-(Total)..... | 7,374 | 8,397 | 10,480 | 11,893 | 16,567 | 39.3 |
| Average Revenue per Residential Customer-w/a ..... | $ 103.66 | $ 103.62 | $ 100.43 | $ 103.76 | $ 86.97 | (16.2) |
| Operation & Maintenance Expense per Total Customer..... | $ 58.10 | $ 76.47 | $ 83.89 | $ 86.03 | $ 70.25 | (18.3) |
| Total Expense per Total Customer ..... | $ 101.74 | $ 117.54 | $ 132.21 | $ 139.45 | $ 115.79 | (17.0) |
| Gross Plant Investment per Total Customer - w/a ..... | $ 926.91 | $ 928.40 | $ 1,085.23 | $ 1,308.73 | $ 1,172.16 | (10.4) |
| Water Consumption-Gallons-(Residential) (000's) ..... | 688,752 | 752,309 | 998,476 | 1,097,506 | 665,875 | (39.3) |
| Water Consumption-Gallons-(Total)(000's) | | | | | 743,671 | * |
| Average Gallons Used per Residential Customer - w/a ..... | 94,272 | 90,902 | 96,921 | 93,844 | 49,405 | (47.4) |
| Depreciation Expense as Percent of Gross Plant | 3.3 | 3.3 | 3.4 | 3.1 | 2.8 | (9.7) |

w/a Weighted average.
* These items were not separately identified prior to 1974. They were included in related total amounts shown.

# IX. Investigations And Inspections

## INVESTIGATIONS AND INSPECTIONS

G. S. 62-277 of the Public Utilities Act of 1963, which became effective January 1, 1964, vested the transportation inspectors and special investigators employed by the Commission with the same enforcement and police powers as members of the State Highway Patrol in enforcing provisions of the law applicable to motor transportation as they relate to the functions of the Utilities Commission. The Commission has eleven (11) inspectors domiciled throughout the state.

During 1972, 1973, and 1974, these inspectors made investigations or inspections and traveled as shown on Figure No. 63.

During 1974, the inspectors, working at check points throughout the state, inspected 3,379 buses and in excess of 20,000 trucks. A vehicle discovered to have defects which would render it hazardous to operate is grounded on the spot, and required to be repaired before it is allowed to proceed. This inspection program has contributed much in establishing the excellent safety record of motor carriers in North Carolina.

During the course of a year, the transportation inspectors:

(a) Inspect and grade all bus and railroad passenger stations in the state every thirty (30) days;
(b) Inspect freight terminals to insure that the movement of freight is kept current;
(c) Make numerous random inspections of shipping documents and cargoes of vehicles engaged in the movement of commodities to ascertain whether or not shipments are in conformity with the motor carrier's franchise; and
(d) Make an investigation of, and file a written report on, select railroad or motor carrier accidents resulting in the loss of life, serious bodily injury, or property damage in excess of $5,000 and give conclusions as to the underlying causes of the accident.

All infractions of safety rules on equipment discovered during the process of an inspection are reported to the Commission. During 1973 and 1974, there were 212 and 399 buses respectively which were found to have defects. Of the above defective buses, there were 24 in 1973 and 37 in 1974 which failed to pass the equipment and safety factor inspections performed by Commission personnel and were grounded on the spot.

Bus stations and rail stations are inspected for sanitation and passenger comfort. Each station inspected is graded, and a report is made to the Commission. During 1974, four (4) bus stations were found to need improvements as compared to one (1) in 1973. There have been no railroad stations failing to meet inspection standards for the past five (5) years.

Thousands of vehicles of the certified motor freight carriers and exempt "for-hire" motor freight carriers were checked for equipment safety factors and for general compliance with Commission rules. During 1973, there were 12,226 minor violations detected and corrected, and in 1974, there were 15,440.

## FIGURE NO. 63

### SUMMARY OF INVESTIGATION AND INSPECTION FOR THE CALENDAR YEARS 1972, 1973 AND 1974

| Items and Major Reason for Investigations & Inspections | Number of Items Investigated or Inspected | | | Number Passed | | | Number of Violations of Buses and Trucks With Defects | | | Number With Defects Not Grounded | | | Number With Defects Grounded | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1972 | 1973 | 1974 | 1972 | 1973 | 1974 | 1972 | 1973 | 1974 | 1972 | 1973 | 1974 | 1972 | 1973 | 1974 |
| Number of Full Time Inspectors | 9 | 11 | 11 | | | | | | | | | | | | |
| Stations—For Adequacy & Sanitation: | | | | | | | | | | | | | | | |
| Bus | 876 | 868 | 802 | 875 | 867 | 799 | | | | | | | | | |
| Railroad | 192 | 176 | 161 | 192 | 176 | 161 | | | | | | | | | |
| Buses—Equipment & Safety Factors | 4,315 | 3,516 | 3,379 | 4,118 | 3,304 | 2,980 | 387 | 467 | 896 | 166 | 188 | 362 | 51 | 24 | 37 |
| Trucks— Equipment, Safety Factors & Compliance with Rules | 19,970 | 17,172 | 20,278 | 16,351 | 13,715 | 16,105 | 11,655 | 12,226 | 15,440 | 3,619 | 3,457 | 4,173 | 722 | 780 | 800 |
| Freight Terminals—Compliance with Rules | 617 | 453 | 762 | | | | | | | | | | | | |

| Complaints by Competitors, Consuming Public & Commission Initiated Probes | 1972 | 1973 | 1974 |
|---|---|---|---|
| Bus Companies | 58 | 56 | 91 |
| Truck Companies | 308 | 267 | 345 |
| Railroads | 40 | 84 | 26 |
| Taxi Cab Companies | — | — | — |
| Other (Gas, Water, Electric, Telephone) | 6 | 8 | 11 |
| Accidents (Bus-Truck) | — | 14 | 6 |
| Accuracy & Methods of Quoting Schedules | 67 | 67 | 143 |
| Show Cause Orders Served: | 39 | 41 | 59 |

| Total Miles Traveled by Investigators & Inspectors: | 1972 | 1973 | 1974 |
|---|---|---|---|
| By Bus | 366 | 423 | 659 |
| By Railway | — | 7 | 100 |
| By Car | 249,467 | 238,427 | 271,812 |
| Total | 249,833 | 238,857 | 272,571 |

# X. Securities, Audits And Annual Reports

## SECURITIES, AUDITS, AND ANNUAL REPORTS

### SECURITIES ISSUES

The Commission approved twenty-eight (28) applications for the issuance of electric, telephone, and other securities and borrowings during 1974. These applications covered securities totaling $1,600,863,980. This was an increase of 73.7% over the 1973 total of $921,806,000.

The security applications are processed by personnel in the Commission Economics and Research Division. Reports and recommendations are made to the full Commission. The reports evaluate and consider the present and projected earnings position of the company, the effect of the projected issue on the company's capital structure, expense of the issue, estimated net yield, probable market price per unit, the purpose of the issue and the use to which the proceeds are to be applied, whether the issue is within corporate authority of the applicant, and whether the issue is compatible with the overall public interest.

The new capital raised through the sale of securities is primarily for the replacement of short-term borrowings, which have been used largely in utility plant expansion and modernization and improvement of existing plant to meet increased demands for additional and improved service. Figure No. 64 shows detailed data for each securities issue approved by the Commission in 1974.

### AUDITS

Personnel of the Commission Accounting Division perform extensive field audits of the operations of public utilities. The results of each of these audits, and where applicable, the recommendations for action, are typed and bound into a permanent report and furnished the Commission and/or filed with the Chief Clerk if part of a general rate case proceeding. The Commission requires a filed audit of any company making application for a substantial increase in all, or a portion of, its rates. A brief summary of audits and special studies for 1974 follows:

| Type of Utility | Number of Examinations |
|---|---|
| Electric | 10 |
| Gas: General Rate Cases | 3 |
| Increased Cost of Purchased Gas, Gas Curtailments | 17 |
| Telephone: | 5 |
| Water and Sewer | 11 |
| Motor Freight | 14 |
| Total | 60 |

### ANNUAL REPORTS

For the year 1974, there were 1,156 utilities required to file annual reports of their operations with the Commission. This number includes 81 non-regulated municipal utility systems. The regulated utilities and the municipal utility systems annual reports, required to be filed with the Commission, are prepared on forms furnished them by the Commission's Division of Accounting. All completed and returned annual reports of the larger utilities are reviewed in detail for compliance with the Uniform System of Accounts.

## FIGURE NO. 64

SECURITIES ISSUES--NEW CAPITAL
For the Calendar Year 1974
Amount Authorized For Total Company Operations

| Name of Company | Docket No. | Date of Order | Total Amount Authorized | No. of Shares Authorized | Stated Interest Rate or Offering Prices | Common Stock | Preferred Stock | Bonds & Debentures | Bond Rating | Promissory Notes | Leases, Sales and Leasebacks | REA & Other Notes and Advances |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ELECTRIC: | | | | | | | | | | | | |
| Carolina Power & Light Co. | E-2, Sub 235 | 2-8-74 | $ 66,625,000 | 650,000 | 9% | | $ 66,625,000 | | | | | |
| | E-2, Sub 239 | 5-20-74 | 125,000,000 | | 9 3/4% | | | $125,000,000 | A | | | |
| | E-2, Sub 240 | 5-3-74 | (a) | 944,068 | | Market Price Date Purchased | | | | | | |
| | E-2, Sub 244 | 6-7-74 | (b) 46,000,000 | | | | | | | | 46,000,000 | |
| | E-2, Sub 248 | 11-27-74 | (c) 50,000,000 | | | | | | | | 50,000,000 | |
| | E-2, Sub 251 | 12-20-74 | 50,000,000 | | 11 1/8% | | | 50,000,000 | A | | | |
| Duke Power Co. | E-7, Sub 165 | 4-10-74 | 75,937,500 | 4,500,000 | $ 16.875 sh. | $ 75,937,500 | | | | | | |
| | | | 100,000,000 | | 9 3/4% | | | 100,000,000 | A | | | |
| | E-7, Sub 170 | 8-27-74 | 100,000,000 | | 13% | | | | | | | $100,000,000 |
| | | | 100,000,000 | | | | | | | | | 100,000,000 |
| | E-7, Sub 171 | 10-31-74 | 46,500,000 | 4,000,000 | $ 11.625 sh | 46,500,000 | | | | | | |
| | E-7, Sub 172 | 12-11-74 | (d) 56,000,000 | | | | | | | | 56,000,000 | |
| Virginia Electric & Power Co. | E-22, Sub 159 | 1-9-74 | 50,000,000 | | 9 3/4% | | | | | | | 50,000,000 |
| | | | 25,000,000 | | 8.15% | | | | | | | 25,000,000 |
| | E-22, Sub 162 | 3-11-74 | 80,000,000 | 800,000 | | | $ 80,000,000 | | | | | |
| | E-22, Sub 163 | 3-22-74 | 25,000,000 | | 8 1/4% | | | | | | | 25,000,000 |
| | E-22, Sub 164 | 7-15-74 | 100,000,000 | | 11% | | | 100,000,000 | A | | | |
| | E-22, Sub 167 | 10-23-74 | 54,945,000 | 6,600,000 | | 54,945,000 | | | | | | |
| | E-22, Sub 169 | 11-26-74 | (e) 29,500,000 | | | | | | | | 29,500,000 | |
| | E-22, Sub 171 | 12-19-74 | (f) 7,300,000 | | | | | | | | 7,300,000 | |
| | E-22, Sub 172 | 12-19-74 | (g) 10,000,000 | | | | | | | | 10,000,000 | |
| TOTALS | | | $1,197,807,500 | 17,494,068 | | $177,382,500 | $146,625,000 | $375,000,000 | | | 198,800,000 | $300,000,000 |
| TELEPHONE: | | | | | | | | | | | | |
| Carolina Telephone & Telegraph Co. | P-7, Sub 599 | 10-23-74 | $ 10,000,000 | | 10 7/8% | | | | | | | $ 10,000,000 |
| Central Telephone Co. | P-10, Sub 345 Ltr. | 9-23-74 | 10,525,000 | N. Apl. | | | | | | | | 10,525,000 |
| | P-10, Sub 346 Ltr. | 12-16-74 | 1,500,000 | N. Apl. | | | | | | | | 1,500,000 |
| Concord Telephone Co. | P-16, Sub 122 | 3-26-74 | 498,200 | 5,300 | | $ 498,200 | | | | | | |
| General Tel. Co. of the Southeast | P-19, Sub 156 | 1-10-74 | 30,000,000 | | 8 1/4% | | | $ 30,000,000 | A | | | |
| Norfolk & Carolina Tel. & Tel. Co. | P-40, Sub 133 | 6-14-74 | 877,880 | 43,894 | $ 20.00 sh. | 877,880 | | | | | | |
| The Old Town Telephone System | P-44, Sub 69 | 11-19-74 | 2,990,400 | | 7%-REA | | | | | | | 2,990,400 |
| | | | 1,000,000 | N. Apl. | | 1,000,000 (h) | | | | | | |
| Service Telephone Co. | P-60, Sub 32 | 5-20-74 | 665,000 | | 5%-REA | | | | | | | 665,000 |
| TOTALS | | | $ 58,056,480 | 49,194 | | $ 2,376,080 | | $ 30,000,000 | | | | $ 25,680,400 |
| OTHER: | | | | | | | | | | | | |
| Western Union | WU-97 | 2-11-74 | $ 95,000,000 | | various | | | | | $95,000,000 | | |
| Exxon Pipeline Co. | PL-1, Sub 2 | 10-29-74 | 250,000,000 | | 9% | | | $250,000,000 | | | | |
| TOTALS | | | $ 345,000,000 | | | | | $250,000,000 | | $95,000,000 | | |
| GRAND TOTALS | | | $1,600,863,980 | 17,543,262 | | $179,758,580 | $146,625,000 | $655,000,000 | | $95,000,000 | 198,800,000 | $325,680,400 |

N. Apl. = Not Applicable
(a) Common Stock Purchase - Savings Program for Employees.
(b) Lease arrangements to purchase 11 internal combustion turbine generator units and accessory equipment.
(c) Sale and leaseback of nuclear material.
(d) Sale and leaseback of $35 Million maximum nuclear material and an office building estimated value of transaction $21 Million.
(e) Long-term financing of pollution control facilities at Yorktown, Va.
(f) Sale and leaseback of office buildings, warehouses and repair shops in Richmond, Virginia.
(g) Intermediate-term financing of additional pollution control facilities located at VEPCO'S North Anna Power Station, Louisa County, Virginia.
(h) Stock issued to Mid-Continent Telephone Co., sole shareholder.

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